

Martell's Brandies

are known and asked for all over the World.

Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central,
468

The China Mail.

ESTABLISHED 1845.

D. C. L.
Old Tom Gin.

The most reliable Gin on this market.

Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central,
458

No. 12,857

號三十月六年四零百九千一英

HONGKONG, MONDAY, JUNE 13, 1904

日十三月四年辰甲

PRICE, \$8.00 Per Month

TO SMOKERS.

DUTCH CIGARS.

HAVANA CIGARS

LA INDUSTRIAS, \$6 per Box of 100
PREDELECTAS, \$16 per Box of 100.
Packed in Boxes of 50, \$7.50.
ANDALUZAS, \$30 per Box of 100.
Packed in Boxes of 25, \$7.50.

MACWEN, FRICKEL & CO.,

3, DUDDELL STREET.
Hongkong, April 4, 1904. 2547

Intimations.

WANTED.

BOARD and RESIDENCE by a Gentleman in Private Family. Quiet and Family. State Terms, to L. M.
Care of "CHINA MAIL" Office.
Hongkong, June 11, 1904. 1105

WANTED.

DAILY GOVERNMENT, to Teach Two Children. Apply by letter to Mrs. DENISON, Education, Hongkong, June 4, 1904. 1054

WANTED.

ROOM, FURNISHED, for a Gentleman or a Gentleman and a Lady. Apply to "CHINA MAIL" Office.
Hongkong, June 10, 1904. 1091

NOTICE.

IN Conformity with Article 111 of the General Regulations of the Chinese Pilgrimage Service, a Board of Appointment will hold a COMPETITIVE EXAMINATION at the HARBOUR MASTER'S OFFICE, Canton, at 11 a.m., on TUESDAY, 21st June, 1904, to Fill One Vacancy for a PILOT in the Canton Pilgrimage Service. Only those who have served an Apprenticeship are eligible for appointment.
J. HOWELL MAY,
Harbour Master

Custom House,
Canton, June 11, 1904. 1102

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.


A PPLICATION has been made to the General Managers of this Company to issue in the RUSSIAN CHAMBER OF COMMERCE a Certificate for two hundred Shares in the above Company or other Certificates in lieu thereof upon the Statement that the Original Certificates are lost or destroyed. Notice is hereby given that if within thirty days from the First June instant no claim or representation in respect of such original Certificates is made to the General Managers they will then proceed to deal with such application for duplicate.
JARDINE, MATHESON & CO.,
General Managers.
Dated Hongkong, June 11, 1904. 1097

200 Shares
have been lost or destroyed. Notice is hereby given that if within thirty days from the First June instant no claim or representation in respect of such original Certificates is made to the General Managers they will then proceed to deal with such application for duplicate.
JARDINE, MATHESON & CO.,
General Managers.
Dated Hongkong, June 11, 1904. 1097

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JARDINE, MATHESON & CO.,
General Managers.
Dated Hongkong, June 11, 1904. 1097

THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H. M. THE KING
and
HERZOG THE PRINCE OF WALES

Supplied at all the leading Clubs and Hotels, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central.

Business Notices.

Duplex Steam Pumps

MANUFACTURED BY

DFANE
STEAM
PUMP CO.
U.S.A.



Pulsometer
Engineering
Company,
England.

NEW PATENTS RECEIVED OF REGULAR SIZES FOR
BOILER FEED AND GENERAL SERVICE.
W. S. BAILEY & CO.,
20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

S.S. HONAM, 2,383 tons, Captain R. D. Thomas.
S.S. POWAN, 2,338 tons, Captain F. Morrison, R.N.R.
S.S. PATSHAN, 2,280 tons, Captain W. A. Valentine.
S.S. HANKOW, 3,073 tons, Captain B. Branch.
S.S. KINSHAN, 2,800 tons, Captain J. I. Louisa.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m. and 9 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday excepted).
These Steamers carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
Hongkong-Macao Line.
S.S. HEUNGSHAN, 1,998 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on weekdays at about 1 p.m. During the Summer Months the time of leaving fluctuates to suit the tide at Macao. For further particulars, see special time table.
Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Macao Line.

S.S. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE IND-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

S.S. SAINAM, 588 tons, Captain J. Willis.
S.S. NANNING, 589 tons, Captain O. Borchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18 Bank Buildings, Queen's Road Central, on site the Hongkong Post.
Or of BUTTERFIELD AND SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

WILLIAM MACLEOD, D.D.S., DENTIST.

11 & 12, BEACONSFIELD ARCADE.
Hongkong, September 22, 1903. 1758

DR. NEWELL WILSON, DENTIST.

DR. WILLIAM DANIEL, DENTISTS.
LATEST AMERICAN METHODS.
REASONABLE FEE.

NOTICE FOR EXAMINATIONS.

Office hours 9 a.m. to 1 p.m. and 2 to 5 p.m.
31 QUEEN'S ROAD CENTRAL
(First Floor, WATKINS BUILDING).
Hongkong, February 18, 1904. 2208

HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.
41, QUEEN'S ROAD CENTRAL,
Entrance on Lee Yuen Street.
Hongkong, June 1, 1904. 1080

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE
WEEK DAYS.
7.50 a.m. to 1.00 a.m. Every 10 minutes.
8.00 a.m. to 1.30 a.m. Every 15 minutes.
8.30 a.m. to 1.30 a.m. Every 10 minutes.
8.30 a.m. to 1.00 a.m. Every 15 minutes.
1.30 a.m. to 1.45 p.m. Every 15 minutes.
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9.35 a.m. to 9.50 a.m. Every 15 minutes.
9.50 a.m. to 10.05 a.m. Every 15 minutes.
10.05 a.m. to 10.20 a.m. Every 15 minutes.
10.20 a.m. to 10.35 a.m. Every 15 minutes.
10.35 a.m. to 10.50 a.m. Every 15 minutes.
10.50 a.m. to 11.05 a.m. Every 15 minutes.
11.05 a.m. to 11.20 a.m. Every 15 minutes.
11.20 a.m. to 11.35 a.m. Every 15 minutes.
11.35 a.m. to 11.50 a.m. Every 15 minutes.
11.50 a.m. to 12.05 a.m. Every 15 minutes.
12.05 a.m. to 12.20 a.m. Every 15 minutes.
12.20 a.m. to 12.35 a.m. Every 15 minutes.
12.35 a.m. to 12.50 a.m. Every 15 minutes.
12.50 a.m. to 1.05 a.m. Every 15 minutes.
1.05 a.m. to 1.20 a.m. Every 15 minutes.
1.20 a.m. to 1.35 a.m. Every 15 minutes.
1.35 a.m. to 1.50 a.m. Every 15 minutes.
1.50 a.m. to 2.05 a.m. Every 15 minutes.
2.05 a.m. to 2.20 a.m. Every 15 minutes.
2.20 a.m. to 2.35 a.m. Every 15 minutes.
2.35 a.m. to 2.50 a.m. Every 15 minutes.
2.50 a.m. to 3.05 a.m. Every 15 minutes.
3.05 a.m. to 3.20 a.m. Every 15 minutes.
3.20 a.m. to 3.35 a.m. Every 15 minutes.
3.35 a.m. to 3.50 a.m. Every 15 minutes.
3.50 a.m. to 4.05 a.m. Every 15 minutes.
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6.35 a.m. to 6.50 a.m. Every 15 minutes.
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7.05 a.m. to 7.20 a.m. Every 15 minutes.
7.20 a.m. to 7.35 a.m. Every 15 minutes.
7.35 a.m. to 7.50 a.m. Every 15 minutes.
7.50 a.m. to 8.05 a.m. Every 15 minutes.
8.05 a.m. to 8.20 a.m. Every 15 minutes.
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8.35 a.m. to 8.50 a.m. Every 15 minutes.
8.50 a.m. to 9.05 a.m. Every 15 minutes.
9.05 a.m. to 9.20 a.m. Every 15 minutes.
9.20 a.m. to 9.35 a.m. Every 15 minutes.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINE-NEZ AND EYE PRESERVES.
FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN ORAYON
ALL KINDS OF WORK DONE FOR AMATEURS.
& QUEEN'S ROAD CENTRAL.

JAPAN COALS,
KAISHA
(MITSUI & CO.)
HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 54, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDING, 100, HONG KONG STREET, FIRST FLOOR.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Siam, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemsilpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimoda, Moji, Waka-
matsu, Karatsu, Nagasaki, Kuchinotsu, Suetsu, Maizuru, Mito, Hakodate,
Tatebayashi, etc.

Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kaunda, Fujinomiya, Mameda, Manamori,
Onomichi, (Hanku), Sasebo, Tsurubaru, Yashiro, Yashiro, Yashiro, and other
Coals.

S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

You Can Get
more satisfaction out of an
absolutely pure, well-made
beverage than any other kind,
and that's why
RAINIER BEER
holds its old friends. Once
you try it, the other kinds
are not good enough.
A. S. WATSON & Co., Ltd.,
Sole Agents for
HONGKONG, CHINA AND MANILA.

Per Case (1 dozen Pints,) \$16.50
(Special terms to large buyers) (or 1 dozen Quarts,)

Oakey's WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING
CUTLERY - 35, 50, 25, 10
KNIFE BOARDS
PREVENT FRICTION IN CLEANING
& INJURY TO THE KNIVES
JOHN OAKEY & SONS
BLACK LEAD MILLS LONDON
JOHN OAKEY & SONS, LIMITED "WELLINGTON" MILLS, LONDON.

THE PERFECTION OF NATURE AND ART.

Manufactured by a special process,
securing high concentration of
the nutritive, stimulating and
refreshing properties of the finest
Cocoa Beans.

van Houten's
Cocoa
PURE
SOLUBLE

Is to-day in daily regular use in
every country in the world. Try
it, you will find it the most
nourishing, digestible and delicious
of all Cocos, besides being

THE MOST ECONOMICAL IN USE.

Intimations.

MITSUBISHI KOSHI-KAISHA
(MITSUBISHI CO.)
COAL DEPARTMENT.
MARUNO-UCHI, TOKYO.
CABLE ADDRESS: 'IWASAKI,'
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

AL, ABC 5th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSUBISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.
NAGASAKI, MOJI, KOBE, KARATSU
& HANKOW.

AGENCIES.
SHANGHAI: H. J. H. TRIST.
HONGKONG: H. U. JEFFRIES.
MANILA: COMPANIA MARITIMA.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kaunda, Fujinomiya, Mameda, Manamori,
Onomichi, (Hanku), Sasebo, Tsurubaru, Yashiro, Yashiro, Yashiro, and other
Coals.

TAKASHIMA COAL.
Now and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical
steam coal in the East is now produced in
abundance and can be supplied in any
quantity.
Hongkong, April 25, 1904. 777

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
T- prepared, during suspension of their
Trans-Pacific Service and until further
notice, to Book Cargo and issue Bills of
Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST
PORTS, also to OVERLAND POINTS
in the UNITED STATES AND CANADA
in connection with the GREAT NORTH-
WESTERN PACIFIC S.S. COY., BOSTON
STEAMSHIP and TOWBOAT COYS.,
OCEAN S.S. COY. and CHINA MUTUAL
S.S. COY.
For further Particulars, apply at the
Company's Local Branch Office in Prince's
Buildings, First Floor, Chater Road.
A. S. MIHARA, Manager.
Hongkong, May 20, 1904. 952

KING EDWARD
HOTEL.
A HIGH-CLASS PRIVATE
HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
For terms, etc., apply to the
MANAGER.
Hongkong June 10, 1902. 122

HOTEL CRAIGIEBURN.
PENKETT'S GAP, THE PEAK,
near the TRAM TERMINUS. Telephone 56.
For Terms,
Apply to the MANAGER. 741

THE HONGKONG
BOOKS.
A Record of the Founding
and Development of the
Hongkong and Whampoa
Dock Co., Limited.
Reprinted from the 'CHINA MAIL.'
Price Fifty Cents.
To be had at the 'China Mail' Office
5, Wyndham Street.

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Price Fifty Cents.
To be had at the 'China Mail' Office
5, Wyndham Street.

Intimations.

GOVERNMENT NOTIFICATION.
No. 423.
INFORMATION has been received from
the MILITARY AUTHORITIES that
GUN PRACTICE will be carried out from
Lyemun, on the night of the 14th June,
1904, in the direction of the entrance to
Junk Bay at Range from 600 to 2,000
yards.
If the weather is unfavourable, practice
will not take place. *
Practice will commence at 7.45 p.m., and
finish about 10 p.m., if the range is clear.
L. BARNES-LAWRENCE,
Harbour Master.

A. S. WATSON & CO., LIMITED.
NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the Company will be held at
the OFFICES of the COMPANY in
ALEXANDRA BUILDINGS, on
WEDNESDAY, the 15th JUNE, 1904, at
11 a.m., when the subjoined resolution
which passed at an Extraordinary General
Meeting of the Company held on the 31st
of May, 1904, will be submitted for con-
firmation as a Special Resolution.
That the Capital of the Company be in-
creased to Nine Hundred Thousand Dollars
by the creation of Thirty Thousand New
Shares of Ten Dollars each.
By Order,
A. H. MANOELL,
Secretary.

COOPER & CO.,
37, DES VUEX ROAD CENTRAL.
HAVE Established themselves as Tailors, Drapers, and Outfitters at the
above place and have just unpacked an
Assortment of Goods suitable for Gent's
SUMMER WEAR.
Orders now taken for Suits, Clothings,
Underwear, etc., etc.
In giving us your Patronage all efforts
will be made to give entire satisfaction.
A Trial Order if placed will justify your
confidence.
Hongkong, June 10, 1904. 1094

KWONG WO,
COAL MERCHANTS,
No. 17, CHIU LOONG STREET
(Near Messrs. LAM, CHAN and Co.,
HONGKONG,
CHINA.
Hongkong, August 14, 1903. 1254

S. IEN TING,
Surgeon, Dentist,
No. 14, D'ARVILLE STREET.
TERMS VERY MODERATE
Consultation Free.
Hongkong, April 24, 1900. 828

THE CHINA AND JAPAN
TELEPHONE
AND
ELECTRIC COMPANY,
LIMITED.
HONGKONG EXCHANGE.
SUBSCRIPTIONS.
Payable Quarterly in Advance.
EXCHANGE LINES
\$25 per Quarter.
No Charge for Initial
Installation.
N.B.—A Special Charge is made for
Lines of more than average
length.
DESK TELEPHONES
For a small additional annual charge Desk
Sets can be supplied.
ELECTRIC SUPPLIES:
BATTERIES, CHEMICALS,
ELECTRIC BELLS,
INSULATORS, SWITCHES,
TELEPHONES, WIRE, etc., etc.
Send for Price Lists.

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ELECTRIC BELLS,
INSULATORS, SWITCHES,
TELEPHONES, WIRE, etc., etc.
Send for Price Lists.

To Let.

TO LET.
ON SHAMSHU, CANTON, Four spacious
OFFICE ROOMS, Ground Floor,
excellent position.
Apply
Care of 'CHINA MAIL' Office.
Hongkong, June 11, 1904. 1113

TO LET.
A HOUSE To Let in Kowloon, with
Possession 1st July, 1904.
THREE FIRST-CLASS SHOPS, Euro-
pean Style in Kowloon. Possession on or
about 31st August, 1904.
MODERATE RENTALS.
Apply to
HUMPHREYS, ESTATE & FINANCE
CO., LTD.
Hongkong, June 11, 1904. 848

TO LET.
NO. 11, MOSQUE JUNCTION. Full
View of Harbour.
FURNISHED HOUSE in SETMOUR
TERRACE.
OFFICE, CENTRAL POSITION.
WILD DES BUILDING. No. 14, WAT-
CHAI ROAD. Comfortable and Airy Flats
of 2 or 3 Rooms, from \$25 inclusive of
Taxes.
And others to suit various requirements.
S. A. SETH,
LAND & ESTATE BROKER,
DAIRY FARM CO.
Hongkong, June 11, 1904. 2030

TO LET.
IN Kowloon, One 12-ROOM HOUSE,
Wholesale Part; Rent Moderate.
Apply to
DOOLITTLE & POLLOCK,
1 & 3, Wellington Street.
Hongkong, April 29, 1904. 697

TO LET.
THE SECOND FLOOR of No. 34,
QUEEN'S ROAD CENTRAL,
known as ALEXANDRA HOUSE. Suitable
for Private Hotel or Offices. Also Large
and Spacious Offices on 1st Floor same
address.
Please apply to
YEE SANG YAT,
Opposite the Post Office.
Hongkong, June 7, 1904. 1070

TO LET—IMMEDIATE POSSESSION.
FOR 18 MONTHS.
LEIGH TOR, THE PEAK.
Apply to
JESSEN & CO.
Hongkong, April 27, 1904. 1021

TO LET.
NO. 11, KNUTSFORD TERRACE.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, April 25, 1904. 1024

TO LET.
KNUTSFORD TERRACE, Kowloon,
Two FRONT ROOMS, FURNISHED,
with Bath, for Gentleman.
Apply
Care of 'CHINA MAIL' Office.
Hongkong, May 30, 1904. 1007

TO LET.
FURNISHED ROOMS and BATH-
ROOMS attached. CENTRAL.
Apply to
Care of 'CHINA MAIL' Office.
Hongkong, June 1, 1904. 1036

HONGKONG CLUB.
TO LET.
A SUITE of 2 ROOMS, on the Ground-
floor of the Annex, suitable for
Offices.
For Particulars, apply to the Under-
signed.
C. H. GRAVE,
Secretary.
Hongkong, June 2, 1904. 1040

TO LET.
NO. 1, STEWART TERRACE, The
Peak.
Apply to
THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LD.
Hongkong, March 26, 1904. 1022

TO LET.
NO. 3, CAINE ROAD, Large HOUSE
—Six Spacious ROOMS, and many
smaller ones, etc., etc.
Apply to
YEW KEE BANK,
No. 123, Queen's Road,
or
To No. 33, Caine Road (End House).
Hongkong, June 7, 1904. 1065

TO LET.—IN KOWLOON.
FURNISHED FRONT ROOM, with
Bath for Lady, in Private Family.
Apply
Care of 'CHINA MAIL' Office.
Hongkong, June 7, 1904. 1073

TO LET.
NO. 1, CLIFTON GARDENS,
ROSENTHAL, KOWLOON.
NO. 1, RIVER TERRACE, in FLATS,
No. 4, RIVINGTON TERRACE.
No. 10, WONG NEI CHONG ROAD, facing
Race Course.
FLATS in MORRISON TERRACE, facing the
Race Course.
OFFICES, in Cause of Election. Con-
siderable Room (near Blake Pier).
GARDENS, PRATA EAST.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, June 7, 1904. 1095

For Sale.

FOR SALE.
NO. 1, 2 and 3 STEWART TERRACE,
The Peak.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, May 20, 1904. 1080

Auctions.
PUBLIC AUCTION.
THE Undersigned have received instruc-
tions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on
SATURDAY,
the 18th June, 1904 at 2.30 p.m., at their
SALES ROOMS, No. 8, Des Voeux Road,
Corner of Ice House Street.
A VERY FINE COLLECTION OF
OLD AND RARE POSTAGE
STAMPS.
Including:
TRIANGULAR CAPE, ONE CROWN, MUL-
READY COVERS, HAWAII, ONE HONGKONG
(including 30 Cents Yellow Brown),
MARKING BEHIND, NEW SOUTH WALES
SYDNEY VIEWS, VARIOUS ERRORS, &c.,
&c., &c.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, June 11, 1904. 1104

Intimations.
THE KOWLOON HOTEL,
KOWLOON.
A High-class Tourist's Hotel under Am-
erican Management. First-class Out-
side, Beautiful Garden.
MODERATE CHARGES.
J. W. OSBORNE,
Proprietor and Manager.
Hongkong, January 20, 1904. 1136

MACAO AND CANTON
HOTELS.
A LITTLE CHANGE.
THE Round Trip from HONGKONG to
MACAO, thence to CANTON and
back to HONGKONG, will be found in-
teresting and enjoyable.
Wm. FARMER,
Proprietor.
Hongkong, March 10, 1904. 482

From Cattle Farm to Kitchen
The manufacture of LEMCO is
controlled by the LEMCO Company
Limited, from the breeding of their
own cattle to the putting of
the product on the market.
The perfectness and uniformity of
quality which are found in
LEMCO alone.
The secret of LEMCO's
high quality is the high standard
of the cattle which are used.
The cattle are bred and raised
on the LEMCO Farm, and the
care and attention given to them
is such that they are the best
of their kind.
LEMCO
The only pure and clean Lard in the world.

A RAMBLE THROUGH SOUTHERN
FORMOSA:
By G. TAYLOR, I.M. Customs.
With Woodcuts
(Reprinted from the 'China Review'.)
One of the Best Sketches of Formosa Life
yet written.
Price \$1.00.
China Mail Office, 5 Wyndham Street
Hongkong.

WEEKLY NEWS
FOR HOME.

The Overland China Mail
Published to suit the Departure
of each English and French
Mail Steamer to Europe.

FULL REPORTS
AND ALL THE LATEST INTELLIGENCE
(Commercial, Shipping, etc.)
\$17 per Annum (including Postage).
'CHINA MAIL' Office,
5, WYNDHAM STREET, HONGKONG.

No Toilet Regulates an Complete with
these Steps.

PLANTAL FLORAL BOUQUET SOAP.
GUARANTEED made from Florida
Flowers and to obtain no animal
fat. It is most Satisfying and Refreshing
to the delicate skin.
Pure and economical, agreeable, highly
Perfumed and a perfect Toilet and Nu-
trient Soap. Also Urban Glycerine
and Tan Soap.

NOW ON SHOW.
H. RUPERTJEE,
No. 5, Telford Street,
36 to 38, Edge Road, Kowloon.
Hongkong, June 9, 1904. 1088

RUSSIA'S EASTERN MOSCOW.

The City of Harbin.
What is this city where Russia will re-
sist to the death the effort to drive her out
of the Far East?
We have all heard (says an anonymous
writer in an English journal) of the won-
derful way in which Russia has conjured
up the cities of Port Arthur, Dalgay, and
Vladivostok, for these places are on the
sea, where any traveller may note their
progress. Less has been told of Harbin,
the central point where Russia has with
wonderful foresight been creating the capi-
tal that she intends shall form one of the
greatest markets of all the fertile East.
Half a dozen years ago, when a great army
of Russian and native workers were unroll-
ing the Manchurian railway over the plain
so fast that the construction train hardly
came to a standstill, when each day found
the railroad three or four miles nearer the
Pacific, there was no Harbin. Not even a
native village marked the place. It was
merely a point on the banks of the Song-
gar River running northward towards its
junction with the mighty Amur. But when
Russia threw across the stream a many-
piers bridge of stone and steel, and the
railway began to move forward in two
directions, southward as well as to the
east, the junction soon became a place of
note.

RUSSIA'S GARDEN CITY.
It was a site for a great city which even
Mr. Ebenezer Howard would have envied.
For hundreds of miles round about, the
great plain teemed with wealth of many
kinds—wheat and oats, and barley, beans,
millet, and fruit. There was abundant
grazing land, and coal and minerals were
within easy reach. And all this wealth
naturally found its outlet and common
market just at this point. The three rail-
ways, one to Russia, one to the Pacific, and
one to the Yellow Sea, made the whole
province naturally feed the town of Harbin.
Besides this there was the Sungari, its
winding course through the plain navigable
for two hundred miles above (or south of)
Harbin, and during seven months of the
year giving access to the Amur, Asia's great
waterway highway to the East.

BUILT ON SENSIBLE LINES.
Russia promptly set to work to see that
Harbin should be built on sensible lines
from the outset—should be planned before
it was built. She determined that the town
should be purely Russian—and already it
is being called the "Moscow of the East."
For miles around the land has been secur-
ed, and only Russians or Chinese may own
land, make buildings, or carry on any per-
manent business in or near it. In 1901 the
Russian population was 12,000, in May,
1903, 41,000, and last October 60,000 with-
out counting soldiers, Japanese, Germans,
Austrians, Greeks, Turks, and all other
races only numbered 700. The Chinese
population totalled 40,000, in a separate
settlement.

GROWTH OF POPULATION.
And the flow of Russian population to
Harbin is no mere transient thing. Nearly
a third of the sixty thousand Russian
citizens who were on the public works have
been built, a number of hotels, an impos-
ing railway station, Government buildings,
hospitals, a magnificent bank, fine business
streets and even such adjuncts of civiliza-
tion as a School of Commerce and a Wo-
men's College. More than 25,000,000 has
been spent on the public buildings alone,
and an electric tramway, an automobile
line, and electric lighting have been pro-
vided. Like the London County Council,
the Russian Government retains the land
in its own hands, and lets it to builders on
a lease of a little over 80 years.

POOR CHANCE FOR THE FOREIGNER.
One of the features of the town is the
 Russo-Chinese Bank, an institution en-
ergetically worked in the interests of
Russian trade. Liberal Loans are granted
to Russians doing a genuine and useful
business, on the security not of land or
buildings, but of the enterprise themselves.
A system of letters of credit to Chinese mer-
chants for the purchase of Russian goods is
rapidly increasing Russian exports to Man-
churia, enabling the Chinese to carry on the
commerce, for which they are so eminently
fitted, among their own countrymen and
at the same time securing the Russian ex-
porter against loss. The bank also facili-
tates the export of Manchurian products,
but will do nothing for foreigners. All
classes, both official and commercial, seem
to work together with a fervent desire for
Russian control. The public buildings alone,
and an electric tramway, an automobile
line, and electric lighting have been pro-
vided. Like the London County Council,
the Russian Government retains the land
in its own hands, and lets it to builders on
a lease of a little over 80 years.

THE MAKING OF VODKA.

Flour-making is Harbin's great industry.
Already there are eight mills with modern
European and American machinery, and
are more are being erected, which will
bring up the production to nearly a million
pounds a day. The wheat area is practically
unlimited, and corn is delivered, at the
mills at 16d to 18d a bushel. Brickmaking
is another busy industry. 200 plants being
at work. Good red bricks are turned out
at about 12s a thousand, the Chinese
workers getting a wage of 3d a day. Next
among the industries of Harbin comes the
making of the Russian spirit 'vodka'.
Owing to the absence of the heavy Russian
tax, the spirit is less than a quarter of the
home price in Manchuria, and there are
eight distilleries, which do an enormous
trade throughout the province. A glass
bottle factory is being built in Manchuria
for this trade. Three breweries are being
built, and with barley at an almost nominal
price no doubt Manchuria will soon be
flooded with beer as well as vodka. With
its splendid grazing land and cheap corn
for feeding, Manchuria supplies live meat,
and there are several companies at Harbin
curing and packing hams, bacon, and
smoked meats.

THE MAGIC CAPITAL CITY.
Although Harbin is a marvellous ex-
ample of what can be done by a great
nation bent on commercial expansion and
knocking its concentrated forces to the help
of its citizens. With millions of cheap
Chinese laborers, great coalfields, moun-
tains of iron and copper, endless forests
and agricultural land producing the cheap-
est wheat in the world, Russia seemed her
resources to have untold wealth within her
grasp. To-day it seems that she may not
reach it without a struggle, and Harbin,
the magic capital city, summoned as by
Alexander lamp out of the air, side by side
with one of the greatest military
garrisons in the world.

THE VIEWS OF IVAN
IVANOVITCH.

The Moscow correspondent of the London Morning Leader sends to that journal a picturesque description of a talk he had with a Russian reservist. The article reads as follows:—

A note from a friend was brought to me to-day by a 'krasnaya shapka', or red-cap, as the commissionaire here is commonly called, from the scarlet headgear of his office. The man was a typical 'kuzap', or Great Russian, blonde, merry-eyed, and of stalwart stature and physique.

The 'krasnaya shapka' is literally 'the man in the street,' and his knowledge or ignorance of the cause for which his country is fighting in Eastern Asia is the knowledge or ignorance of the popular mass of Russians.

'You are not a reservist?' I asked, after slipping the usual tip into his palm.

'Oh, yes, barin (monsignor), in the Second Line Reserves. I have already received my 'povestka' (notification) to hold myself in readiness for active service.'

'And you are ready and willing to go to Manchuria to fight for the 'Gosudar' (Governor of all Governors)?'

The commissionaire's hands fumbled the red-cap and his eyes were downcast for a hesitating moment, then, looking me very earnestly in the face, he said: 'Skazhite mne pozhaltui, barin (please excuse me) what is this place, Manchuria? And why are our brothers going there to fight?'

'Manchuria,' I replied, 'is a Chinese province.'

'But barin, if Manchuria is a 'Kitaiskaya Guberniya' (Chinese province), why does the Gosudar want it? We have plenty of land, without taking territory from the Kitais (Chinese), who, have been told, are very numerous, and will want all the land they have for themselves?'

'Well, in videt (asest thou), it is this way. Russia has built a railway through Manchuria, and she must not allow it to be injured. And the Japanese say that the Russians are not to remain in Manchuria, and that is why our brothers and the Y. J. (Japanese) are going to fight.'

'But, barin, people do not steal railways, and if the Y. J. say so we should not take land from their neighbours, then, barin, it seems to me that the Y. J. are more honest than we. If that is the cause for which our brothers are going to fight, I think they were better at home.'

'But if you are called upon to go to Manchuria?'

'Well, of course, barin, in that case I must go and take my part, but I shall not go with a cheerful heart. Now, if the Gosudar Imperator would send us to fight the accursed Turk (Turk), we should rejoice.'

Suddenly, advancing a step nearer to me, and with slightly lowered voice, he added: 'Barin, as you are a Gospodin Angliyanin (English gentleman), and will not repeat what I say, I may tell you that my cousin, Arseni Mihalovitch, who is a sergeant in the 1st, says that his comrades do not like this war, not me of them; and not only that, but he has heard his Captain and other officers talking among themselves and saying that the Dniei Vostok (Far East) would be the ruin of Russia.'

Then, with the usual 'Do evidnya, barin, izchen blagovest' (as you see, Monsieur, and many thanks to you), my red-cap left me, the ruminative expression still on his honest features.

PAINS IN THE STOMACH, like toothache, are not dangerous, but decidedly unpleasant. Persons who are subject to such attacks will be helped by taking a dose or two of Chamberlain's Colic, Cholera and Diarrhoea Remedy. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

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WALLS, OUTLETS, Etc.

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Hongkong April 9, 1904. 685

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ADVERTISEMENTS.

Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements.

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

G. M. BAIN,
'CHINA MAIL' Office, May, 1904.

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Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickens of Pregnancy.

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HONGKONG.

His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alacrity	despatch-boat	1700	—	3000	Comdr. Richard M. Harbord	Shanghai
Albion	battle-ship, 1st class	12,950	18	13,500	Captain Sydney E. Fremantle	Shanghai
Algerine	aloop	1050	6	1400	Comdr. R. Nugent	Yangtze
Amphitrite	cruiser, 1st class	11,000	18	18,000	Capt. Charles Windham, C.V.O.	Nanking
Andromeda	cruiser, 1st class	11,000	18	—	Capt. R. N. Ommeney	Wuhaiwei
Bramble	gunboat, 1st class	710	6	1800	Lieut. Com. O. M. Makins	Yangtze
Britannia	gunboat, 1st class	710	6	1800	Lieut. Com. T. D. Pratt	Yangtze
Centurion	cruiser, 1st class	10,100	14	13,000	Captain Fegan	Shanghai
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Cherub	water tank and tug	390	—	300	—	—
Eclipse	cruiser, 2nd class	6800	11	9800	Captain Robert H. S. Stokes	Wooosung
Esperanza	aloop	1070	10	1400	Comdr. Ernest Barton	Chinwan-tao
Fame	torpedo boat destroyer	380	6	5700	—	Shanghai
Fearless	cruiser, 3rd class	1850	12	3200	Comdr. P. V. Lewis, D.S.O.	Chienulpo
Gloria	battle-ship, 1st class	12,950	18	13,500	Captain Hon. Walter G. Stopford	Nanking
Hardy	torpedo boat destroyer	275	6	4000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4000	—	Hongkong
Humber	store-ship	1640	—	800	Lieut. Comdr. F. M. Riadore	Shanghai
Janus	torpedo boat destroyer	280	6	8900	Lieut. Comdr. A. Gregory	Shanghai
Kinsla	river gunboat	180	4	—	Lt. Comdr. O. P. Metcalfe	Yangtze
Leviathan	cruiser, 1st class	14,100	18	31,825	Captain Francis G. Kirby	Wooosung
Moorehead	river gunboat	180	4	—	Lt. Comdr. F. B. Noble	West River
Moon	battle-ship, 1st class	12,950	18	13,500	Captain T. G. Grest	Hongkong
Ocean	torpedo boat destroyer	350	6	6300	Reserve	Hongkong
Orion	aloop	1015	6	1400	Comdr. John Nicholas	Shanghai
Ramblor	surveying-boat	835	6	650	Comdr. C. E. Moore	Amoy
Rinaldo	aloop	980	10	1400	Com. D. St. A. Wake	Straits Division
Robin	river gunboat	85	2	240	Lt. Com. R. E. Vaughan	Canton
Rosario	aloop	880	6	1400	Comdr. T. Jackson	Shanghai
Sandpiper	river gunboat	85	2	240	Lt. Com. H. T. Atay	West River
Shamrock	cruiser, 2nd class	3600	8	9000	Capt. C. H. H. Moore	Shanghai
Ships	river gunboat	85	2	240	Lt. Comdr. Davidson	Shanghai
Snipe	torpedo boat destroyer	355	6	6300	—	Hongkong
Taku	torpedo boat destroyer	250	6	6900	—	Hongkong
Talbot	cruiser, 2nd class	5600	11	9900	Captain Lewis Bayly	Singapore
Tamar	receiving ship	4650	6	800	Comdr. Dicken	Hongkong
Teal	river gunboat	85	2	240	Lt. Comdr. E. V. Dymore	Shanghai
Thecla	cruiser, 2nd class	3400	8	9000	Capt. L. A. G. Wilkeson	Shanghai
Thetis	coast defense gunboat	365	3	200	Lieut. Comdr. R. H. Kaste	Shanghai
Vengeance	battle-ship, 1st class	12,950	18	13,500	Capt. Leslie Stuart, C.M.G.	Wooosung
Vestal	aloop	980	6	1400	Comdr. S. St. John Farquhar,	Straits Division
Virago	torpedo boat destroyer	355	6	6300	Reserve	Hongkong
Waterwitch	surveying ship	620	—	450	Comdr. Ernest C. Hardy,	Wuhaiwei
Whiting	torpedo boat destroyer	380	6	6900	In Reserve	Shanghai
Woodcock	river gunboat	150	2	500	Lieut. Com. C. W. Wrightson	Upper Yangtze
Woodlark	river gunboat	150	2	500	Lieut. Com. Wason	Upper Yangtze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grunzberger	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	24	8000	Captain Mirra	Cheloo
Achéron	French armoured gunboat	1798	—	—	Comdr. Laferrière	Saigon
Alouette	French gunboat	300	—	—	Lieut. A. Varney	Saigon
Argus	French gunboat	475	3	450	Lieut. Orespin	Canton
Aspide	French gunboat	—	—	—	Lieut. Joazeur	Saigon
Avalanche	French gunboat	580	—	—	—	Haiphong
Bengali	French gunboat	3740	23	9000	Capt. Leuvre	Tourane
Bugeaud	French cruiser	8018	18	—	Captain V. Poidone	Saigon
Casse-tête	French gunboat	625	—	—	Commander Louet	Haiphong
*Châteaurenault	French cruiser	680	—	—	Commander Guthrie	Saigon
Comète	French gunboat	4000	31	9500	—	Haiphong
Decidée	French cruiser	—	—	—	—	Saigon
D'Assas	French cruiser	—	—	—	—	Haiphong
Estoc	French gunboat	—	—	—	—	Saigon
Gueydon	French cruiser	—	—	—	—	Haiphong
Henri Rivière	French gunboat	1250	6	2200	Commander Le Golliez	Chienulpo
Kersaint	French cruiser	9700	12	19,600	Captain Goss	Saigon
Montcalm	French gunboat	—	—	—	—	—
Oly	French gunboat	4015	27	8500	Capt. Hourst	Shanghai
Pascal	French cruiser	9437	8	6071	Comdr. Senne	Hongkong
Redoutable	French cruiser	1795	10	—	—	Saigon
Styx	French cruiser	629	2	900	Capt. Vincent	Hongay
Sully	French gunboat	—	—	—	—	Saigon
Surprise	French gunboat	—	—	—	—	Saigon
Taklong	French gunboat	—	—	—	—	Yangtze
Takou	French destroyer	—	—	—	Lieut. Gaillard	Saigon
Vauban	French cruiser	—	—	—	Captain Blondel	Saigon
Vigilante	French gunboat	—	—	—	Lieut. Carol	Canton
Bussard	German cruiser	1857	15	2800	Comdr. Huss	called for South Africa
Fürst Bismarck	German flag-ship	11,000	36	14,000	Captain Prowe	Tientsin
Gier	German cruiser	1776	15	2860	Comdr. von Studnitz	Tientsin
Hansa	German cruiser	6230	34	10,000	Capt. Schroeder	Tientsin
Hertha	German cruiser	6500	37	10,000	Capt. Baron Schimmelmann	Tientsin
Idis	German gunboat	1000	10	1300	Comdr. Baron von M. Hüllessem	Tientsin
Jaguar	German gunboat	900	10	1300	Comdr. Wilbrandt	Tientsin
Loche	German gunboat	1008	8	875	Comdr. Krenke	Tientsin
Möwe	German gunboat	1640	15	2800	Comdr. von Grambow	New Guinea
Seeadler	German cruiser	2050	24	8000	Comdr. Persius	Tientsin
Thetis	German cruiser	800	10	1300	Capt. Voigt	Tientsin
Tiger	German gunboat	800	10	1300	Comdr. Deimling	Hongkong
Vorwaerts	German gunboat	—	2	600	Lieut. Scharf	Yangtze-Kiver
Elba	Italian cruiser	2300	10	7471	Captain Borra	Chienulpo
Marco Polo	Italian cruiser	3800	—	—	Captain Presbitero	Amoy
Vettor Pisani	Italian cruiser	6500	18	13,000	Capt. Ohi	Amoy
Adamastor	Portuguese cruiser	1930	14	4000	Captain d'Antas Ribeiro	Macao
Dia	Portuguese gunboat	720	—	—	Captain Diogo de Sa	Macao
Vasco de Gama	Portuguese cruiser	3030	—	—	Capt. Manuel Vasco de Carvalho	Shanghai
Alouet	Russian gunboat	810	6	730	Comdr. Gaintz	Vladivostok
Amur	Russian cruiser	2800	6	4700	Comdr. Gramatichukoff	Port Arthur
Askold	Russian cruiser	7800	10	16,500	Capt. Reizenschein	Port Arthur
Bayan	Russian cruiser	3200	6	—	—	Port Arthur
Bayarin	Russian gunboat	1050	8	1150	Comdr. Erjaskovitch	—
Bolero	Russian cruiser	6640	12	—	—	Port Arthur
Bogatyr	Russian cruiser	6731	6	—	—	Port Arthur
Diana	Russian gunboat	1459	8	1700	Capt. Nussowetz	Port Arthur
Dijibhit	Russian gunboat	600	2	3500	Comdr. Voronoff	Port Arthur
Gaidamak	Russian gunboat	1490	6	2000	Comdr. Zagorauky	Port Arthur
Gromobol	Russian gunboat	12,384	44	14,500	Captain Jenson	Vladivostok
Gulnik	Russian gunboat	1000	6	1000	Comdr. Shumoff	—
Kreutz	Russian gunboat	1213	7	1500	Comdr. Novakowsky	Sunk
Mandjour	Russian gunboat	1224	7	1400	Comdr. Crown	Shanghai
Navarin	Russian battle-ship	10,206	12	9000	—	Port Arthur
Novik	Russian battle-ship	10,206	12	9000	—	Port Arthur
Ovrajny	Russian cruiser	3000	8	17,000	—	Port Arthur
Pallada	Russian gunboat	1490	6	2000	Comdr. Vasiloff	Port Arthur
Peresviet	Russian gunboat	6731	12	—	—	Ashore (1)
Petravopolsk	Russian battle-ship	12,674	15	14,500	Captain Koroleff	Sunk
Pobeda	Russian battle-ship	10,960	16	10,000	Captain Jakovloff	Port Arthur
Polara	Russian battle-ship	12,674	15	14,500	Capt. Zetarskiens	Damaged
Rasbonytsa	Russian battle-ship	10,960	16	10,000	Captain Oseoff	Port Arthur
Ratwizan	Russian cruiser	1394	10	1786	Comdr. Liven	Port Arthur
Rosia	Russian battle-ship	12,902	16	17,000	—	Ashore (1)
Rurik	Russian battle-ship	12,200	16	17,000	Captain Sepelzempoff	Vladivostok
Selach	Russian protected cruiser	10,623	22	13,200	Capt. Matsevolich	Vladivostok
Servatopol	Russian battle-ship	10,960	16	10,000	Captain Serebrennikoff	Port Arthur
Silash	Russian gunboat	950	2	1125	Lieut. Comdr. Ivanoff	Port Arthur
Sivuch	Russian gunboat	1050	8	1125	Comdr. Glinier	New World
Taravich	Russian battle-ship	12,900	36	18,000	—	Ashore (1)
Varyag	Russian battle-ship	6500	27	20,000	Capt. Bahr	Sunk
Vladik	Russian cruiser	500	9	3300	Comdr. Zagoriansky-Kisiel	Port Arthur
Zabiyaka	Russian cruiser	1230	16	1194	Comdr. Abramoff	Port Arthur
Albany	U. S. cruiser	3500	—	—	Capt. Dyer	Cavite
Annapolis	U. S. gunboat	1070	6	1227	Capt. Kohr	Shanghai
Buffalo	U. S. cruiser	4188	14	3900	—	—
Callao	U. S. cruiser	323	—	—	Lieut. M. L. Miller	Hongkong
Cincinnati	U. S. gunboat	3213	—	—	Capt. H. E. Mason	Shanghai
Elcano	U. S. gunboat	540	—	—	Lt. Comdr. J. Hood	Shanghai
Florida	U. S. gunboat	1399	8	1888	Comdr. Stanton	Hongkong
Monadnock	U. S. monitors	8990	8	3000	Captain Michan	Shanghai
Monterey	U. S. monitors	4094	4	5344	Comdr. W. H. Beecher	Manila
New Orleans	U. S. cruiser	3437	30	—	Comdr. Perry	Chiaofoo
Oregon	U. S. cruiser	10,383	45	—	Captain Barwell	Hongkong
Rainbow	U. S. cruiser	4000	—	—	Capt. J. B. Collins	Manila
Balish	U. S. cruiser	3313	—	—	Captain Nacare	Shanghai
San Francisco	U. S. cruiser	4066	37	9913	Captain Verry	Manila
Vicksburg	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Villabona	U. S. gunboat	400	—	—	Lieut. L. O. Boletolette	Shanghai
Wilkes	U. S. gunboat	1397	8	1894	Commander A. W. Dodd	Hongkong
Wisconsin	U. S. flag-ship	12,000	—	—	Captain Glover	Hongkong

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Water.

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MEMOS. FOR TO-MORROW.

Amusements.

Performance at City Hall.

Miscellaneous.

7.45 a.m.—Military Gun Practice.

Goods per *Alasia* undelivered after this

date subject to rent.

Goods per *Stipit* undelivered after this

date subject to rent.

General Memoranda.

WEDNESDAY, June 15—

11 a.m.—Meeting of A. S. Watson &

Co., Ltd., at the Company's Office.

9.45 p.m.—Auction of Household Fur-

niture, at No. 12, Morrison Hill Road.

THURSDAY, June 16—

Goods per *Sardinia* not cleared 4 p.m.

on this date subject to rent.

Goods per *Benary* undelivered after

this date subject to rent.

FRIDAY, June 17—

9.30 p.m.—Auction of Postage Stamps,

at Messrs Hughes and Hogg's Sales

Rooms.

SUNDAY, June 19—

Goods per *Nankin* not cleared 4 p.m.

on this date subject to rent.

THE EFFICACY of Chamberlain's Pain

Expectorant in the relief of rheumatism is

being demonstrated daily. It troubled

with this painful disease procure a bottle

at once. One application relieves the pain

Sold by All Dealers; WATSON & Co.

Ltd., General Agents.

A. S. WATSON & CO.,

LIMITED.

NOTICE OF REMOVAL.

THE BUSINESS OF THE

Hongkong Dispensary

IS NOW BEING CARRIED ON

Alexandra

Buildings,

Des Vœux Road.

The HOURS of BUSINESS of the

HONGKONG DISPENSARY in its New

Premises are as follows:—

WEEK DAYS 8.30 A.M. to 6 P.M.

SATURDAYS 8.30 A.M. to 2 P.M.

SUNDAYS 10 A.M. to 1 P.M.

An Assistant will be on duty at all times

to Dispense prescriptions.

A. S. WATSON & Co., Limited.

May 31, 1904.

BIRTHS.
At No. 9, Whiteley Road, Gipsy Hill,
London, S.E., on May 10th, the wife of
WILLIAM O. BARLOW (formerly of Queen's
College, Hongkong), of a Daughter.

MARRIAGES.
On June 4, at 42, Whampoa Road,
Shanghai, the wife of E. von HINCH,
Austro-Hungarian Consul-General, of a
Son.

On Thursday, on June 2, at the
Holy Trinity Cathedral, Shanghai, by
the Rev. A. J. Walker, S.A., BERNARD
PERCY, eldest surviving son of Edward
Sheldon, Esq., of Koral, Manchester, to
MARIE LOUISE, daughter of the late Richard
Cooper, of London.

On June 4, at the Holy Trinity Cathedral
Shanghai, by the Rev. A. J. Walker, S.A.,
Capt. WILLIAM EWART GLADSTONE CLAYTON,
second son of Richard Clayton, of Whitby,
and Liverpool, to NORAH, eldest daughter
of John Blechyn, of Shanghai.

On June 4, at H.B.M.'s Consulate-
General, WILLIAM, eldest son of the late
Samuel Young, I.M. Customs Service, to
MARY, eldest daughter of C. H. Kragh, late
of Nagasaki.

DEATHS.
On June 10, at No. 4, Woosung Road,
Shanghai, ALICE, eldest daughter of John
and Johanna Eitter, aged 21 years.

The publication of this issue commenced
at 6.00 p.m.

The China Mail

HONGKONG, MONDAY, JUNE 13, 1904.

Not so very long ago a letter appeared
in the columns of the *China Mail*
from a young man resident in the
Colony, deploring the absence here of
healthily institutions providing recrea-
tive and intellectual enjoyment, and
pointing out that if a young man desired
to participate in any pleasures he
was compelled to seek places which
were not above reproach from a moral
standpoint. With the opening of
such an institution as the Young Men's
Christian Association there need, in
future, be no cause for complaint on
that score. The righteous man, and
the man who feels that he ought to be
righteous, and would be so did not the
conditions of his environment conspire
to make him otherwise, will
alike find within the walls of the rooms
of the Association that comfort and
those sources of intellectual, social,
and physical enjoyment which he has
hitherto sought for so long in vain.

The object of the society is,
as the general secretary, the
Rev. Mr. Southam, put it, to bring
about 'the all round development of
men.' The task in that respect—if it
is to be strictly adhered to—is one of
somewhat Herculean dimensions. Man
is, when all is said and done, a queer
creature, and his parts are such that
in the majority of cases they do not
harmonise. To bring them all into
accord is a difficult as well as a delicate
undertaking, and in tendering one
there is ever present the danger that
another will deem itself abused and
act to the detriment of the whole man
and the financial loss of the Associa-
tion attempting the experiment. Mr
Gorham Stewart, in his excel-
lently worded speech, sounded a
note of warning in that respect, and
placed his finger right on the factor
that is likely to work harm to the
prospects of the institution when he
said: 'Don't try and force religion
down people's throats. Good and
noble as Christian ideals are they do
not appeal to all men alike, and with
the majority the word 'Christian' has
an effect equal to that produced by an
unexpected shock. Why such should
be the case is difficult of understand-
ing, but it is, and in the role of 'the
man in the street.' Mr Stewart made
it pretty plain. That the display of
the word would have a tendency to
drive young men away instead of
attracting them was apparently even
feared by the founders of the Associa-
tion. Such was made evident by His
Excellency, Mr May, who stated
that it was proposed to omit the
word. He, of course, objected,
and rightly so. It is not wise to
endeavour to get members into any
institution, having an avowed object,
under false pretences, but at the same
time we believe we are right in saying
that those who suggested that reference
to Christianity should be omitted did
not do so because they felt that people
were ashamed of it or did not respect
it, as Mr May evidently concluded.
Because a man does not profess
Christianity that is not to say he has
no respect for those who do, or that
he is ashamed of the term. Generally,
he does not profess Christianity for
the simple reason that his life is cast
in grooves not in accordance with
those laid down by the Church. He
objects to hypocrisy, and, like Mr
Stewart, he feels that he should not
join an institution where Christianity

is supposed to predominate, for the
simple reason that 'he is not good
enough.' That is undoubtedly the
reason why men who have no leanings
towards the Church never have any-
thing to do with institutions of a
religious character. The haunting of
religion frightens them off, and there-
by the individual never has a chance
of testing himself on the question, and
the Church loses a probable convert.
If men could be led to Christianity
gently—as one would lead a horse to
a dangerous-looking water-jump—
there would be more Church-going
men in the world to-day than there
are. A man would soon become used
to it; he would find that there was
nothing in it to be scared about, and
everybody would gain by his becoming
a better man. It was realisation of
this weakness on man's part that no
doubt prompted the suggestion that
the word 'Christian' should be drop-
ped, and no other. However, everyone
has the assurance now that there is to
be no forcing of religion down one's
throat, and whilst that is acted up to
the institution should flourish, and
deserve to flourish. It is an ex-
cellent conception, and deserves the
sympathy and support of every true-
hearted citizen in the Colony.

EDITORIAL COMMENT.
Organised labour, as
CHINESE ON THE represented by trades
PACIFIC MAIL, unions and such like
combinations, has a
decided set against the competition of
the Chinaman, and in all parts of the
world presents a united front against
his encroachments. In some respects
the labour men are right. We believe
in Chinese labour being utilised only in
places where white men cannot work,
or where it would be absolutely ruinous
to employ them, and, therefore, we have
considerable sympathy with the appeal
which American representatives recent-
ly made to President Roosevelt. The
central arguments which they brought
to the attention of the President were
these:—That, under an unbroken line
of decisions of the courts, an American
ship is to be considered as a floating
section of American territory; and,
that no Chinese has the right to follow
the calling of a seaman on board of an
American ship who is without the right
to take up his residence on American
soil, or follow the calling of a seaman in
our coastwise, lake, or river trade.
Though the President, at the interview,
did not commit himself to any line
of definite policy, he promised to
carefully consider the question, and, it
seems to us, that if he does look at
the matter from the points of view of an
American citizen, he must pronounce
against the employment of the
Chinaman as a seaman on American
ships or in American territory. To
preserve a love for the sea amongst the
rising generations should be the first
care of the rulers of any country. The
influx of aliens and foreigners into the
British mercantile marine, is as-
sisting to drive out the salubrious
type of seafaring of olden days, and
it is not risking much to go so far
as to say that on few ships flying the
British flag to-day are there to be found
full British crews. This gradual drift-
ing from the sea of British boys has
been viewed in Great Britain with
alarm for many years, and fears have
been expressed on many occasions as to
what the end will be. The American
sailor is finding himself being ousted by
the 'colle' just as the Britisher is being
pushed out by the Italian, the Swede,
and the Spaniard, and the chances are
that he does not persist long and
strongly enough he will have to turn
his back on the ships that go down to
sea and put his hands to one of the
entirely different callings of a land lub-
ber. President Roosevelt is asked to
enforce the Chinese exclusion law in its
application to American ships and pre-
vent the continuance of the system by
which American steamship companies
on the Pacific ocean employ coolies on
deck and in the stokeholes, and it
will be interesting to see what his
answer will be.

A Fatal Accident.
An accident occurred at the Dry Dock
yesterday morning, resulting in the death
of a sailor named Peters, belonging to the
U. S. S. *Wilkes*. The injured man
was admitted to the Peak Hospital yester-
day, and about 3 o'clock in the afternoon
succumbed to his injuries. The immediate
cause of death was cerebral compression.

STEARN'S WINE, relieves the distress-
ing cough of influenza, and bronchitis.
It invigorates and increases resistance to
the onsets of disease.

LOCAL AND GENERAL.
Notes by the Way.

Two carrier pigeons bearing messages
have been captured at Cholon.

It is hinted that fifty cases of contra-
band goods were recently shipped from
Shanghai to Newchwang, packed as cham-
pagne.

Mr Chang, the Manager of Taiho and
Co. at Dalny, has been captured by band-
its, and put upon a junk, where he is held
for a ransom of 20,000 roubles.

H. M. Commissioner at Weihaiwei held
an enquiry there on the 31st ult. into the
loss by drowning of Mr E. J. Soper, and
decided that there were no suspicious cir-
cumstances.

There were 215 European and 97
Chinese visitors to the City Hall Library,
and 127 European and 1,801 Chinese visitors
to the Museum during the week ending
June 12.

Up the Wuchow River.
Our Wuchow correspondent writes
under date of June 9, as follows:—This
morning H. M. S. *Mooren* left Wuchow
for a trip up the river to Nanning. Our
Consul, Mr Fox, was on board.

The Case of Mr Cowan.
The effect of the lengthy and well-
reasoned judgment of Sir Hiram S. Wil-
kinson, C. J., is that the order for the
deportation of Mr John Cowan, Editor of
the *China Times*, Tientsin, is reversed, not
because it was not perfectly justified when
it was made, but because Mr Cowan has
since given the required assurance with
regard to his future conduct.

Stowaways on the *Heathburn*.
At the Magistracy this morning, before
Mr Kemp, nine Japanese, one man and
eight women, were charged with having
stowed away on board the steamer *Heath-
burn* on her voyage from Moji to this
Port. The male defendant was fined \$250
with the alternative of three months' gaol,
and the female defendants \$25 each, while
the ship's steward, a Chinaman, was fined
\$50 on a charge of aiding and abetting the
stowaways.

Bowling Finals.
There was a large attendance of visitors
at the Kowloon Bowling Green on Saturday
when the finals of the A. and B. com-
petitions were played. Mr J. Ga' was
left in both competitions and his opponent
in the first game was Mr J. Ramsay, by
whom he was defeated with the score at
21-6. In the B. final he met Mr J. Kyles
whom he defeated by 21-11. The prize for
each event was a pair of silver-mounted
horns, presented by Mr J. Neish, chief
engineer of the *Empress of China*.

Dr J. C. Thomson.
We are glad to note that John Chris-
topher Thomson, M.D., who has done so
much in Hongkong in the Moequit-
malaria investigations here, having passed
the requisite examinations of the Conjoint
Board of Glasgow and Edinburgh, has been
given the Diploma of Public Health. This
Conjoint Board includes the Royal Colleges
of Physicians and Surgeons in Edinburgh,
and the Faculty of Physicians and Surgeons
of Glasgow. We believe Dr Thomson
returns in a few months' time to his duties
in the Hongkong Medical Department.

A Trip to Macao.
An excursion was made to Macao
yesterday by the small steamer *Zarfovin*
in command of Captain Meritt. The
outing proved most successful, a large
number of passengers taking advantage
of the opportunity to have a refreshing
sea trip and at the same time visit this
city. A start was made from Hongkong
at 9.30 a.m. and Macao was reached shortly
after one o'clock. After spending nearly
seven hours ashore the return trip was
commenced and the steamer tied up to the
wharf at Hongkong at about half-past
eleven. On the return journey a shower
of rain was encountered but caused very
little inconvenience.

Fanny Stanley Company.
On Saturday night the Fanny Stanley
Comic Opera and Dramatic Company pro-
duced *East Lynne* at the Theatre Royal.
In most respects the piece was a failure.
Miss Stanley showed herself to be the most
accomplished performer in the Company,
but she got no support from any of
those grouped with her in the most im-
portant scenes. As Archibald Carlisle
Mr Phillips was quite out of place. He
should never have been cast for such an
important part. Mr Paschoy in the
role would have made twice as much
of it, and it passed understanding
why he was not selected. Miss Childs,
as Barbara Hare, was good in parts,
and Mr Driscoll, as the Policeman, was
up to his usual form. The villain was in
the hands of Mr H. Neville, but he did not
rise to the occasion. To-night the com-
pany produce 'La Mascotte.'

CHOLERA, INFANTUM.—This has
long been regarded as one of the most
dangerous and fatal diseases to which in-
fants are subject. It can be cured, how-
ever, when properly treated. All that is
necessary is to give Chamberlain's Colic,
Cholera and Diarrhoea Remedy and suckle
all as directed, with each bottle, and a cure
is certain. Since this remedy has been
so generally used, there are very few deaths
from cholera infantum, and none whatever
when it is given. For Sale by ALL Dealers;
WATSON & Co., Ltd., General Agents.

THE RUSSO-JAPANESE WAR.
AFTER THE NANSHAN
FIGHT.

Japanese Bury Dead Russians.
[JAPANESE OFFICIAL DESPATCH.]

TOKYO, 12th June, 12.25 p.m.
General Oku reports that Russian corpses
have been found in the vicinity of Nanshan
and carefully buried by the Japanese Mil-
itary Administration Commission and gen-
darmes.

The number was 10 officers, and 664 men,
besides about 30 buried by Japanese troops
in the neighbourhood of the camps.

[N.-C. DAILY NEWS SERVICE.]
ANOTHER RECONNAISSANCE.
TOKYO, June 8.

Four gun-vessels made a reconnaissance
in force at Port Arthur at midnight of the
4th and 7th inst., under a furious fire from
the enemy. The fourth gunboat received
eight projectiles and one bluejacket was
killed and two slightly injured.

RUSSIA'S NEW MILITARY
PROGRAMME.
TOKYO, June 4.

The report that General Kuropatkin is
ready to assume the offensive is believed at
Tokyo to be well-founded.

This will undoubtedly advance the milita-
ry situation, both sides having then to fight
in undefended positions.

It is that Russia originally hoped to hold
Nanshan (Kincho) for six months, and
Port Arthur for two years, but the splendid
Japanese victory at Nanshan seems to have
entirely changed the Russian scheme; and
viewed from this standpoint, it may be
said to have been cheaply bought with
4,204 casualties.

THE RUSSIANS IN NORTHEAST
COREA.
Press advices agree that the Russians
are nearing Gensan.

The Japanese encountered twenty Rus-
sian scouts several miles north of Gensan.
The Russians left five dead.

THE REPORTED RUSSIAN
VICTORY.
The Japanese on the 30th inst. cleared
the Russians from three places midway
between Pulantien and Kaiping, pressing
the enemy to the northward.

WHERE THE BLOCKADE
FAILS.
TOKYO, June 5.

It is reported that the French have in-
stalled wireless telegraphy at Chinwangtao,
and that a similar arrangement has been
recently effected at Electric Hill, Port
Arthur.

ATTEMPTED RELIEF OF PORT
ARTHUR.
It is now estimated that the Russian
force which was coming down in the Kai-
ping direction comprised three divisions.

RECONNOITRING SANHANTAO.
A landing-party from the Japanese cruiser
Matsumoto effected a reconnaissance of
South Sanhantao on the 6th inst.

NO REST FOR PORT ARTHUR.
A fourth reconnaissance in force of Port
Arthur was made by eight small torpedo-
boats from Tuesday night to Wednesday
morning. Two men on the torpedo-boats
were killed.

WELL-DESERVED PRO-
MOTIONS.
TOKYO, June 6.

Promotions have been granted to-day to
the chief executive officers. Lieutenant-
Generals Baron Kodama, Nogi, Hasegawa,
Nishi, and Ozawa have been promoted to
Generals, and Vice-Admirals Togo and
Juncos to Admirals.

Baron Kodama is Vice-Chief of the
General Staff, and Baron Yamamoto is
Minister of the Navy.—Ed.]

CLEARING OUT TALIE-
WAN BAY.
TOKYO, June 7.

The Japanese clearing detachment had
exploded forty-one mechanical mines in
Talienwan Bay on Monday afternoon,
when a practicable waterway was found,
with the assistance of a Russian pilot.

The work of clearing has been contin-
uing since without damage or casualties.

[MANILA CABLENEWS SERVICE.]
THE ATTACK ON PORT
ARTHUR.

Bombardment by Japanese.
CHONG, June 8.

Heavy firing continues between Port
Arthur and Dalny. The Japanese detach-
ment reported to have occupied Pingtu
about midway between Port Arthur and
Dalny, has been repulsed. The fighting
ranges chiefly round the Futushan hill,
about four miles north-west of Pingtu, in
the defence of which the Russians are
fighting stubbornly. It is regarded as the
key to the position, between Port Arthur
and Dalny.

A general advance on the works of Port
Arthur is expected on Thursday (to-day).
The Japanese are reported to be shelling
the defences heavily, and to have already
silenced several of the batteries playing on
Sivata.

A Russian Report.
LONDON, June 8.

A report from St. Petersburg states that
advice received from General Stessel at
Port Arthur intimates that there is an
abundant supply of provisions on hand and
that the siege can be withstood indefinitely.
General Stessel is very optimistic as to
the ability of the garrison to hold out. He
speaks highly of the spirit of the men.

Admiral Skerfving, in response to an en-
quiry from the foreign office, also speaks
assuringly of the conditions at Vladivostok
and says the garrison is well provisioned
for a long siege. The men are in good
health and spirits.

A Sally by Russian Fleet.
SAN FRANCISCO, June 8.

The Japanese land and sea forces made
a combined attack on Port Arthur last
Tuesday.

On the land side the Japanese shelled
the Russian position for several hours, the
Russians replying with spirit. The Rus-
sians are reported to be making a deter-
mined stand at Shishiwang.

In the sea attack the Russian fleet made
a sally from the harbor, and repulsed the
fire of the Japanese.

No further details of the fighting have
been received.

A CHINAMAN CHARGED WITH
MANSLAUGHTER.

A Chinaman named Lai Lai Kwan was
charged at the Magistracy this morning
with having committed manslaughter at
Hongkong on May 31.

Evidence was given showing that the
accused was employed as a paint scraper
on board the steamer *Alasia* on the date
of the offence. In the morning he and
thirty-one others were taken off to the ship,
and at 4 p.m. the same boat conveyed the
accused and thirteen others back to the
shore. When they came near the landing
steps it was found that two dust boats
occupied them. The dust boat people
refused to move, and the paint
scraper consequently stopped at
their boats to go ashore. The dust
boat people objected to this and
some one called out 'strike.' During the
struggle which ensued the man in charge
of the dust boat received a blow on the
head from some one. He walked on shore

BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]

SUPPLIED BY REUTER, VIA HONGKONG.

Received June 17, 4.39 p.m.

SENSATION IN CANADA.

LORD DUNDONALD PUBLICLY DENOUNCES A MINISTER.

A Charge of Political Interference.

LONDON, June 11.

Major-General the Earl of Dundonald, Commanding the Militia of Canada, has created a great sensation in the Dominion by making a charge in public against the Minister for Agriculture.

The Earl of Dundonald declared, whilst speaking at a semi-political function, that the Hon. Sydney Arthur Fisher, Minister for Agriculture, had, for purely political reasons, struck out from a list of military promotions, the name of a Militia Officer whom he, the Commander in Chief, had promoted.

[The Earl of Dundonald has been in command of the Canadian Militia since 1902. He was born on October 29, 1862, and entered the 2nd Life Guards in 1879. He served in the Nile Expedition in 1884-85, and in Stewart's desert march to the relief of Khartoum. During that time he was present at the battles of Abu Kila and Gendab and commanded the transport on the march to Khartoum. He also acted as guide to the two night convoys with wounded from the front, and volunteered to ride with dispatches across the desert from the front, announcing the seizure of Khartoum. He was then promoted to be Lieut. Colonel. In 1890-91 he commanded the 2nd Life Guards as Colonel, and when the South African War broke out went again on active service being in several engagements, leading up to the relief of Ladysmith, when he entered the beleaguered city on Feb. 28, 1900, at the head of the Natal forces. Subsequently he commanded forces in operations at Alamo's Nek, Beth's Pass, Bergendal, and in the Eastern Transvaal. In 1901 he was promoted Major-General. He is a member of the Privy Council.]

THE TEA TRADE.

REDUCTION OF DUTY WANTED.

Mr. Austen Chamberlain Uncommittal.

LONDON, June 11.

Replying to a deputation representing the tea trade Mr. Austen Chamberlain, Chancellor of the Exchequer, said that he was unable to give any pledge, with reference to the early reduction of the tea duty.

THE WAR.

Japanese Advancing in Force.

LONDON, June 10.

Reuter's correspondent at Mukden confirms that General Kuroki has begun a forward movement in force; and the Russians officially admit that they are falling back before a superior force.

CONTRABAND OF WAR.

Great Britain has protested against the Russian declaration that rice and food stuffs are contraband of war.

AID FOR THE RUSSIANS.

The English Red Cross Society has sent £2,000 for the Russian sick and wounded.

ARMENIA.

Both Great Britain and France have made strong representations to the Porte against the recent "dragonnages" of Armenians in the district of Sassoun.

THE CONGO FREE STATE.

Speaking on the Foreign Office vote, Sir Charles Dilke, in the House of Commons, lengthily impeached the administration of the Congo Free State, and several members demanded that an international conference should be summoned. Earl Percy said that while Italy, the United States and Turkey stood they were earnestly considering our representations, the other Powers were not prepared to act.

THE TIBET EXPEDITION.

LONDON, June 11.

The Tibetans have made night attacks on the Sikh and Goorka outposts at Gyantse and were repulsed. Nearly all the reinforcements have reached Chumbi.

DANGEROUS DISEASE.—Every one knows that cholera is one of the most painful and dangerous diseases known to humanity. The fact that it is so swift and so often fatal in its results makes it more to be feared than almost any other malady. It often terminates in death before a physician can be summoned or medicine procured. Attacks of cholera sometimes come unexpectedly and unless family should be prepared. Chamberlain's Colic, Cholera and Diarrhoea Remedy is a reliable and effective medicine, and if given in time will prevent serious consequences. This remedy never fails and is pleasant to take. Every household should have a bottle at hand. Get it today. It may save a life. For Sale by All Dealers; WATKINS & Co., Ltd., General Agents.

THE FATSHAN FATALITY.

A SENSATIONAL DEVELOPMENT.

The Wanted Man Files from Canton.

(From Our Own Correspondent).

CANTON, June 11.

The shooting affray at Fatshan, whereby a Chinese had lost his life at the hands of an employe on the Canton-Hankow railway, illustrates the danger of using firearms without due care.

The accident, for the details of the occurrence all point to it being an accident, was the outcome of a series of alterations between a Portuguese woman residing at Fatshan and the Chinese of the district.

An American, named Aldrich, was the proprietor of a restaurant at Fatshan, and a Portuguese woman, who spoke Chinese fluently, lived with him. The windows of the restaurant opened out to a pathway, in front of which was a pond of water. As is natural the Chinese of the district evince a pardonable curiosity into the ways of the Westerners, and gather about the windows to watch the foreigners dine, much after the same style as Western children gather round the wild animals in a Zoological Garden at home to see the lions, tigers, etc., fed. So long as the Chinese contented themselves with gazing all went well, but when they began to bawdy opprobrious epithets about the Portuguese woman remonstrated with them. Her remarks only brought forth more opprobrious answers and words were waged between them incessantly. The Chinese, naturally having a better command of their tongue, were enabled to worst the woman in these exchanges of compliments, so that, becoming exasperated, she resorted to a woman's warfare and doused them with water. This caused the Chinese to scatter for the time being, but they returned periodically to the attack, only to be driven away again. They were not, however, content to fight a losing battle, nor to deal in phrases only against water, consequently they came about for better implements, and assailed the house with mud, sticks and stones. This went on for some considerable time, varying in intensity, according to the nature and temperament of the crowd. A Chinese theatrical company having announced the opening of a theatre in Fatshan, the Chinese from the lying district began to roll in, anticipating the prospect of a theatrical performance.

As they reached Fatshan the fame of the 'foreign eating-house' was spread to them, and hordes congregated in front of the building. Just about this time William A. Freeman and two other railway employes arrived for dinner. They took a table near one of the windows and proceeded to eat the repast provided. As soon as they commenced their meal loud guffaws and insulting remarks were heard on the outside. No notice was taken of that and the natives, noting the fact that the foreigners refrained from replying to them, grow bolder. Clods of mud were thrown at the windows, and, finally, a stone was hurled through the glass, landing on the table at which Freeman and his two friends were seated. Freeman jumped to his feet, rushed to the window and drew his revolver. He did not aim at the retreating Chinamen, but fired in the pond. He saw the bullet strike the water, and then he returned to the table, remarking that he hoped that would scare them.

Hardly was he seated, however, than a tremendous uproar was heard. All three turned to the window and saw an elderly Chinaman bending over a boy who lay on the ground, about 400 feet away, and on the opposite side of the pond. The boy was dead. The bullet from the revolver had struck the water in the pond, glanced off and pierced the lad in the throat killing him almost instantaneously. The crowd surged round the fallen boy and then turned to attack the house. Beyond a fusillade of stones on the roof and sides nothing was done, and Freeman and his friends returned to the railway.

The United States Deputy Marshal proceeded to the scene, and tried to pacify the excited natives. The father of the dead lad was open to accepting compensation, and after a deal of haggling on his part he agreed to accept \$450 in full settlement of the matter.

In the meantime, however, the anti-foreign section of the Chinamen had communicated with Viceroy Tein, and made out a very formidable case against Freeman.

They represented to the Viceroy that if the matter was allowed to be settled on consideration of the father of the boy receiving compensation, they would not be amenable for the conduct of the natives, who, they alleged, were bordering on a state of insurrection.

This news quite agreed with the view the Viceroy desired to take of the affair, for despite his often-expressed friendship for foreigners, Tein is intensely anti-foreign himself. He immediately forbade the father of the boy to accept compensation, and sent a despatch to the American Consul-General demanding the man's prompt punishment.

Freeman, who had made no attempt to abscond, was sent to Canton, where a preliminary examination was undertaken by the Consul-General.

The evidence adduced at the enquiry pointed conclusively to the fact that the

boy's death was the outcome of an accident, but the Consul-General, to allow the Chinese time to produce any evidence they were desirous of bringing forward, adjourned the enquiry.

The accused was remanded to the custody of the Deputy Marshal, as the American Consul-General has no goal in Canton, but becoming scared by the turn the affair had taken, Freeman cleared out. He is believed to have gone to Hongkong and the American Consul, General Briggs, has been advised of the fact.

The Hongkong Police Force have also been notified, and the American Deputy Marshal has left Canton for Hongkong. Aldrich and the Portuguese woman, to whom the whole trouble is due, have been sent away, Aldrich being deported to America.

When re-arrested, Freeman will be tried before the American Consul-General at Canton.

The local police say that they received a telegram on Saturday night stating that the American had been arrested again in Canton.

THE V.R.C.

Results of the Swimming Carnival.

The aquatic season was opened on Saturday afternoon by the Victoria Recreation Club with a highly successful swimming carnival. The ladies of Hongkong were invited by the Club to attend the Carnival and responded to the invitation liberally. Four events were decided, and provided a good afternoon's sport. The Club's premises were decorated with bunting and presented a very pleasing appearance.

The officials were—Handicappers, Messrs T. Mack and J. H. R. Hanco; starters, Messrs K. M. Hazell and T. Mack; Judges, Messrs A. Chapman and A. Rodger; timekeeper, Mr. J. H. R. Hanco. The arrangements for the carnival were in the hands of the Club's hon. secretary, Mr. H. C. Austen, and reflected credit on the management.

TWO LENGTHS RACE.

The first two in each heat to swim in the final.

Four starters: P. M. Macdonald, G. B. Macdonald, C. Humphreys, R. C. Wicheil and N. B. Alves.

(1) R. C. Wicheil.

(2) C. Humphreys.

Three starters: J. Cronin, K. Humphreys and A. V. Barros.

(1) K. Humphreys.

(2) A. V. Barros.

HEAT III.

Six starters: T. O. Swaby, S. M. Gidley, J. M. Roza Pereira, J. A. S. Alves, A. J. Ribeiro and J. Wicheil.

(1) J. Wicheil.

(2) S. M. Gidley.

HEAT IV.

(1) R. C. Wicheil.

(2) K. Humphreys.

HEAT V.

The final was a good contest between the two placed men. Humphreys swam very strongly and succeeded in holding the lead until within a few yards of the finish, when Wicheil came away with a splendid spurt and touched home first, winning by a very narrow margin.

BOAT RACE.

Boys' Race 2 Lengths (Handicap), 9 to 14 years of age. Two prizes. For Sons or Brothers of Members only.

Musket..... 1

A. Ellis..... 2

Mansell..... 3

TEAM RACE.

Four teams started composed as follows:

J. Wicheil (capt.)

J. Miller

J. W. Gidley

J. M. Roza Pereira

G. M. S. Alves

R. C. Moore

R. C. Wicheil (capt.)

A. J. V. Ribeiro

S. M. Gidley

O. R. Chunnutti

G. B. Macdonald

G. H. Rubie

N. H. Alves (capt.)

O. Humphreys

J. A. S. Alves

R. Henderson

W. T. Andrews

J. Cronin

A. E. Alves (capt.)

A. V. Barros

H. C. Sayer

F. D. Bain

H. C. Austen

P. M. dos Remedios

Result:

J. Wicheil's team..... 1

A. E. Alves team..... 2

As soon as a couple of lengths had been covered, it was seen that the contest lay between the first and last teams. The two captains adopted different tactics. Alves sending his best men out to make the pace from the start. This succeeded in doing, but with the result that although the team gained for a while they were overhauled at the more critical stage of the contest, when Wicheil, who had been reserving his forces, despatched his strongest men. The last ground was gradually made up, but Alves' team stayed in the lead until the last lap, when J. Wicheil passed his opponent and won with some yards to spare.

WATER POLO.

Blues.—R. C. Wicheil (capt.), N. H. Alves, J. H. R. Hanco, F. D. Bain, A. V. Barros, F. K. Tate and F. Pereira.

White.—J. Wicheil (capt.), G. E. A. Hanco, J. Miller, C. Alves, F. V. Ribeiro, A. E. Alves and A. Leal.

From the throw in the Blues were first up to the ball and a struggle took place for possession. Wicheil secured the ball and had a throw in and after some play Miller and Bain both had free throws. J. Wicheil secured the first goal, to which no further scores were added up to half time. On the resumption of play Wicheil secured two more goals and Alves was also successful, making the result a win for the White team by four to nil.

ON BOARD THE MONGOLIA.

The Largest Liner Ever in Hongkong.

At the invitation of Mr. T. D. McKay.

general passenger agent for the San Francisco Overland Route, a representative of the China Mail paid a visit to the Pacific Mail Steamship Company's new steamer Mongolia, whose arrival in the Harbour was reported in Saturday's issue of the China Mail, when a description of the immense liner was also published. As the Company's launch drew up alongside of the Mongolia one could not help being impressed with her immense bulk and whilst climbing the ladder up her side it became even more apparent. Compared with the Mongolia the other large vessels in the harbour look quite small. The Mongolia was close to which she is anchored, being quite dwarfed by comparison. In fact she is the largest merchant ship that has ever entered Hongkong harbour and as such is attracting general attention. Yesterday she was boarded by a large number of visitors, many of whom have already booked a passage to her to the United States.

The Mongolia brought about two hundred passengers to Manila and upwards of fifty to Hongkong, and from present bookings it appears certain that she will be well patronised on the return journey. When she touched at Honolulu it was found that passengers were already booking ahead for her at that port, 120 tickets having been taken for the return journey. The passengers who came out by the Mongolia speak very highly of her and declare that she is so steady that sea sickness is unknown on board. One lady who has crossed the Pacific upwards of a dozen times and never once before without being sea sick, expressed herself as being comparatively with the Mongolia, and declared that she would do the rest of her travelling on that route by her.

Captain Binder on being questioned about the voyage said that the Mongolia's maiden trip had been an unqualified success; the engine had not been slowed down at any time while at sea while at sea cause whatever and had kept up the scheduled speed of fifteen knots with ease. The cause of the vessel being late at this port was the large quantity of heavy cargo that she carried—a railway train consisting of thirty cars, each thirty-five feet long, for the Union Pacific Road in Korea and fifteen hundred tons of railway iron as part of her deck cargo. The unloading of this occupied rather longer than was expected. At Kobe also 300 tons of railway iron and machinery was disembarked. 'Yes,' added the Captain, 'I am more than satisfied with her, and she is as nearly perfect as a passenger steamer can be. She rides smoothly. For instance, we never use corks for the tables, and it was not even necessary to button the chairs in the cabin down, they never shifted out of their position all the way.'

Everything on board of the Mongolia is of the latest design, several innovations being noticed in the chart room, one of which is an electric appliance, by which the officer on duty has only to press an electric button to sound the whistle, and another which, when set in motion, causes the flag signal to sound automatically every five minutes. All the officers' rooms are connected by telephone so that it is possible for the Captain to speak to any of his officers from his cabin, the chart room, or wherever he may be when the necessity arises. This has been found to be a great convenience. By a double set of indicators it is possible, when going into port, for the officers stationed at the fore and after part of the ship to let the Captain know just how far they want him to go in either direction. This obviates the usual shouting.

On going to the cabins the visitor cannot help noticing the splendid ventilation scheme that has been perfected throughout the ship, which renders the air at all times pure and cool, the ventilators being so arranged as to cause a continual stream of fresh air to circulate through the ship when she is in motion. Each of the first class cabins is fitted with up to date iron beds and all necessary toilet requisites, as well as a steam heater for use when the vessel is in the cold latitudes. The music room is a work of art and should enable passengers to pass the time on board very pleasantly, while the smoking room is also a most comfortable apartment. The dining room is fitted with dark green velvet and is a very handsome and spacious saloon. In the lower regions of the ship are to be found the freezing rooms where the whole of the ship's perishable cargo is stored and kept in the best of condition. A separate freezing chamber is provided for different kinds of cargo.

The decks are very spacious, the saloon promenade deck running one third of the ship's entire length, which is 610 feet. The liner has five complete decks and a registered gross tonnage of 18,339 tons, while her displacement is 25,553 tons. Although her gross tonnage is not very much greater than that of the Korea she can carry a great deal more cargo than that ship, the difference being accounted for by the arrangement of her bunkers.

The personnel of the Mongolia includes a number of the best known officers in the Pacific Mail Company's service. Their names together with their rank are:—Captain J. H. Binder; Chief Officer, J. G. Fitzhugh; 2nd Officer, J. M. McDougal; 3rd Officer, A. J. Rice; 4th Officer, C. A. Austin; 5th Officer, E. M. Bent; Chief Engineer, W. Chisholm; First Assistant Engineer, J. P. O'Kane; Purser, E. M. Remie; Doctor, A. Nelson; and Chief Steward, A. B. Haasen. The crew is composed of 55 Americans, 2 Japanese, and 101 Chinese, making a total of 256.

Amongst the passengers by the Mongolia when she sails on Thursday next will be Mr. Tom McKay, who has been paying a short visit to Hongkong, after an absence of about two years. Mr. McKay is general passenger agent for the Pacific Mail Company, the Occidental and Oriental Company, the Tokyo Marine Insurance Company, the Union Pacific Railroad Company, Chicago and North Western Railway and Atchafalaya Topco and Santa Fe Railway, and is undoubtedly one of the best known men in the Orient. As a passenger agent Mr. McKay's success has been phenomenal, and he has come to be the acknowledged friend of globe-trotters and travellers generally throughout America and Asia.

A reception and dance was given on board the Mongolia during her stay at Honolulu, of which the Honolulu Advertiser says:—'The reception and dance given on board the Mongolia last night (May 13) was one of the most brilliant social functions of the season, and one for which Mrs. P. R. Scherwin, wife of the vice-president of the Pacific Mail Company, deserves the credit. Mrs. Scherwin came as a passenger by the Mongolia to remain in Honolulu until the arrival of the Siberia from the Orient next week, the result was a very successful one. The social introduction of the Mongolia to Honolulu was an entire success. Most of the passengers by the ship were present at the function, while Honolulu's society set was very largely represented.'

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship Sir Wm. Goodnow, Chief Justice.)

Monday, June 13.

A LITIGANT REPRIMANDED.

His Lordship, on taking his seat in the Supreme Court this morning, said: I am sitting a little earlier than usual this morning in order to allow Mr. Vania to make an application to the Court. Addressing Mr. Vania, who came forward and stood in the witness box, his Lordship said: You have been writing letters to me and annoying me generally in a most improper way; you can now make any application you wish to in the proper way.

Mr. Vania; Well, Your Lordship, I have been charged with contempt of Court.

His Lordship: You are not charged, the summons has been withdrawn, they did not think it worth while to go on with it. You are here to ask me something; state what it is.

Mr. Vania then asked His Lordship to grant him a summons against certain people for embezzlement, and for \$50,000 damages.

His Lordship: I have no power to grant you a summons against anyone for embezzlement. I will now let you know what your exact position is in relation to the Court, and you will know how to conduct yourself in the future.

If other litigants acted as you have chosen to act, it would be impossible for the administration of Justice in the Colony to be properly carried on. You have written letters to me both at my chambers and at my private house, with reference to matters you have already litigated, or are litigating or desire to litigate. In any case your conduct is highly improper, and I must put a stop to it, unless, indeed, your own sense of what is right and decorous leads you to conduct yourself with propriety in the future. I will point out what has occurred so that you may understand your position. It seems that a certain merchant named Benjamin C. Arjane, whom I understand to have been your uncle, died here about 28th June, 1899. His widow, who was in India, sent a power of Attorney to Mr. Arjane and yourself to enable you jointly and severally to take out administration to her deceased husband's estate for her use and benefit. The Power of Attorney was dated 29th May, 1899.

Mr. Arjane did not use the Power, but you availed yourself of it, and in September, 1899, you obtained letters of Administration. You swore the value of the estate to be \$50,000, and alleged the debts to amount to \$25,000; but as only \$10,000 due to persons resident in the Colony (which amounted to \$8,048.43) can be deducted for probate duty, such duty was paid upon the sum of \$25,000. You had some difficulty about obtaining a surety, but eventually Swabjee Bynajee Bhabha became your surety, on condition that the books and papers connected with the estate were lodged with Mr. Arjane to whom, with yourself, the power of Attorney had been sent; you having all proper access to them for the purpose of winding up the estate, an arrangement to which you assented.

On 22nd March, 1900, you duly filed your account of the estate and of your administration, in your own handwriting, and you declared to its correctness in the usual form, and one would have supposed the matter was concluded. More than two years elapsed, and then, on May 7th 1902, you brought an action against Mr. Arjane claiming the return of certain books and papers belonging to the estate, and in the alternative, \$5,000, by way of damages.

On 9th July, 1902, the widow revoked her previous power of Attorney to you and Arjane, and gave a fresh one to Burjorjee Norrojee Futakia, who filed a petition for administration. Consideration of this petition was adjourned, pending the hearing of the action. The action was heard on 26th June, 1903, by me. You appeared in person and Mr. Slide appeared for the defendant, Mr. Arjane.

It seemed a satisfactory solution that all the books and papers should be sent to the widow in India, so that she could take advice and see whether she was satisfied with what had been done. At the trial, that was the arrangement come to, by consent of both parties, and the following order to which you assented in open Court was made:—'That the books, etc., mentioned in the claim and all books, correspondence, etc., belonging to the estate of the deceased B. C. Vania be handed to the Registrar of the High Court and by him to the Registrar of the High Court in Bombay for the widow of the deceased, at the expense of the parties. Each party to pay his own costs.'

The Registrar informs me that Mr. Arjane kept faith by duly bringing into the Registry the books and papers in his possession accompanied by the heretofore, and that they were forwarded to the Registrar of the High Court in Bombay, on 3rd July, 1903, whose acknowledgment reached here on the 19th August, 1903, accompanied by a receipt for the same by the widow.

You, however, did not keep faith with the Court. Months went by without your sending any of the books and papers in your possession relating to the estate, into the Registry, and it was not until the 4th of May, 1904, that you brought in a box of papers with a list which contained a lot of comments and statements in red ink. Your one-sided comments were not required but only the documents and a simple list, and accordingly, you were requested to remove them and return them with a simple list, a draft form of which the Registrar, Mr. 8th, kindly provided you with. The next day you returned to the Registry and informed the Registrar that you declined to give up the books and papers in question. So the widow and a simple list, and accordingly, you were requested to remove them and return them with a simple list, a draft form of which the Registrar, Mr. 8th, kindly provided you with. The next day you returned to the Registry and informed the Registrar that you declined to give up the books and papers in question. So the widow and a simple list, and accordingly, you were requested to remove them and return them with a simple list, a draft form of which the Registrar, Mr. 8th, kindly provided you with.

On 5th December, 1903, you brought an action against Mr. Arjane and Mr. Bhabha, claiming \$50,000, the value of landed property situate in Sharnam, and shares in Public Companies alleged to belong to the estate of the deceased (Vania) and you applied to issue a concurrent writ against Bhabha and asked me for leave to serve it in Bombay. I have no jurisdiction to deal with landed property outside this Colony and apart from that, the Code Section 42, S. 8, (2) says, 'No suit shall be brought unless it is made sufficient to appear to the Court that the case is a proper one for service out of the jurisdiction.' I accordingly adjourned your application for further advice at that point and these have never been filed, and on the 21st December, 1903, under your instructions, your solicitors, Messrs Wilkinson and Gait, withdrew the proceedings in that action to bring a fresh action. In such case, Section 316, S. 8, (4) of the Code says the plaintiff shall be precluded from bringing a

fresh action for the same cause of action. In spite of this you, on 26th April, 1904, made a fresh application in Chambers for leave to serve Mr. Bhabha in Bombay with that concurrent writ. Of course leave was refused. Now it seems you think proper to write letters to me and ask to see me and take up my judicial time and that of the Registrar with applications, which I have no jurisdiction to entertain, unless they are brought before me officially in due course and time. I have taken the trouble to thus explain your position to you in order that you may not in future, plead ignorance of it. I much fear that, unless your friends can persuade you to cease this course of conduct, you will eventually have cause to regret your obstinacy.

To-day's Advertisements.

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LA MASCOUETTE.

TUESDAY, JUNE 14, 1904.

M. I. K. A. D. O.

WEDNESDAY, JUNE 15, 1904.

THE NAUTCH GIRL.

THURSDAY, 16th June, 1904.

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SHANGHAI	Benal	About 16th June	Freight and Passage.
LONDON, &c.	Coronanda	Noon, 18th June	See Special Advertisement.
YAMA, Via SHAI, MOJI & KOBE	Socotra	About 24th June	Freight only.

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S.S. *Nürnberg*, Capt. Focke, 6th July, 1904. Freight.

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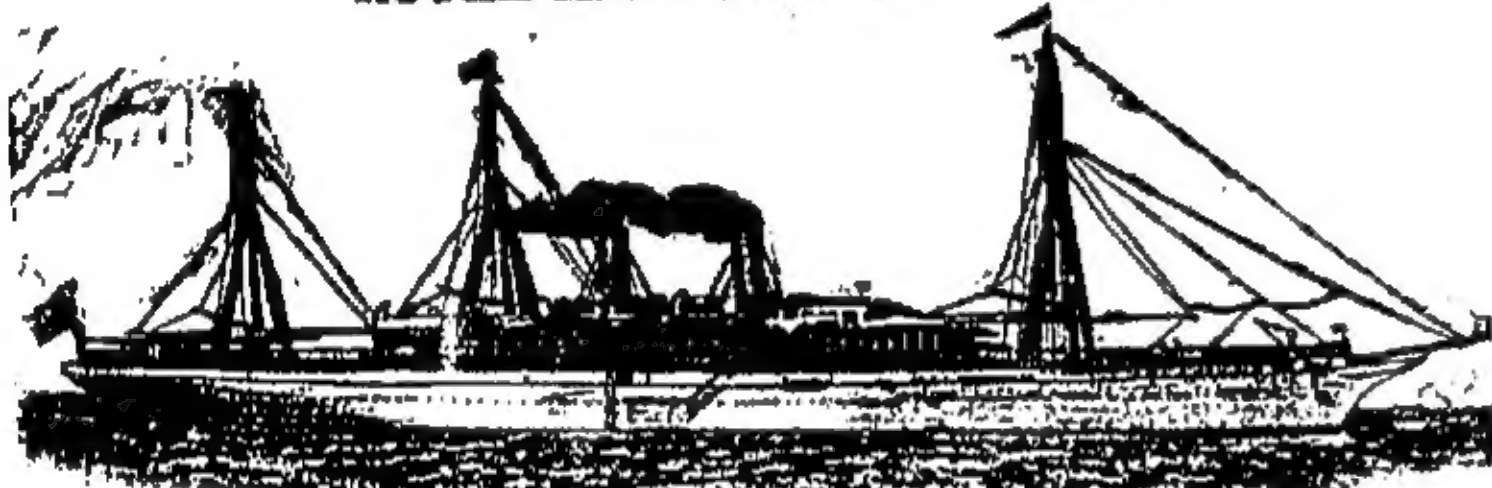
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STEAMSHIP.	Tons.	Captain.	To SAIL ON.
ARAGONIA	5198	SCHULTZ	June 14, 1904.
NICOMEDIA	4870	WAGNER	July 14, 1904.
ABAHIA	4483	BAHLE	August 14, 1904.
NUMANTIA	4870	—	Sept. 14, 1904.

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FOR	STEAMERS	LEAVING
ANPING, Via SWATOW AND AMOY.	TRITON	WEDNESDAY, June 15, at 10 a.m.
TAMSU, Via SWATOW AND AMOY.	FRITZJOF	SUNDAY, 19th June, at 10 a.m.
FOOCHOW, Via SWATOW AND AMOY.	TRIUMPH	WEDNESDAY, June 22, at 10 a.m.
TAMSU, Via SWATOW AND AMOY.	M. STUYVE	SUNDAY, 26th June, at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its special chartered new Steamers.

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Hongkong, June 9, 1904.

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AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	KEMUN	25th June.
GLASGOW AND LIVERPOOL	MOYNE	1st July.
GLASGOW AND LIVERPOOL	ONPA	14th July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & LIVERPOOL	TEKKU	15th June.
LONDON AND ANTWERP	AGAMEMNON	21st June.
LONDON & ANTWERP	YANGTSE	5th July.
LONDON & ANTWERP	KINTON	19th July.
* GENOA, MARSEILLES & LIVERPOOL	KEMUN	25th July.
LONDON & ANTWERP	MOYNE	2nd Aug.

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CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	WOOSUNG	14th June.
SHANGHAI	SHAOHONG	15th June.
MANILA	TAMING	16th June.
KOBE	CHINTO	16th June.
SWATOW, CHEFOO AND NIENTSIN	KANSU	20th June.

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Steamers	Sailing Dates, 1904.
ZIETEN	WEDNESDAY, 22nd June.
SEYDLITZ	WEDNESDAY, 6th July.
ROON	WEDNESDAY, 20th July.
PRINZ REGENT LUITPOLD	WEDNESDAY, 3rd Aug.
PREUSSEN	WEDNESDAY, 17th Aug.
PRINZ HEINRICH	WEDNESDAY, 31st Aug.
GNIESEN	WEDNESDAY, 14th Sept.
BAYERN	WEDNESDAY, 28th Sept.
SACHSEN	WEDNESDAY, 12th Oct.
ZIETEN	WEDNESDAY, 26th Oct.

ON WEDNESDAY, the 22nd day of June, 1904, at Noon, the Company's Steamship *ZIETEN*, Captain WELSH, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on Monday, the 21st June, Cargo and Specie will be received on Board until 5 p.m., on Tuesday, the 22nd June, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 22nd June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Metres Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers & Co., Agents.

1947

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captains.	To SAIL.
TREMONT	9606	T. W. Garlick	June 28.
LYRA I	1417	G. V. Williams	August 4.
SHAWMUT	9606	W. M. Smith	September 1.
TREMONT	9606	T. W. Garlick	October 1.

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. *TREMONT*, 9606 tons, Capt. T. W. Garlick, About 16th June.

S.S. *SHAWMUT*, 9606 tons, Capt. W. M. Smith, About 12th August.

CHAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CURBINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw S.S. *Shawmut* and *Tremont* have just been fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited.

QUEEN'S BUILDINGS, Hongkong, June 10, 1904.

Shipping.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships. Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAVIRO	2540	R. Rodger	Manila Direct	June 18, at 10 a.m.
RUBI	2540	R. W. Almond	Manila Direct	June 25, at 10 a.m.
PERLA	1980	A. H. Nottel	—	—

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Hongkong, June 13, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

YARRA.

Captain SELLER, will be despatched for the above ports on or about FRIDAY, the 17th Inst.

G. DE CHAMPEAUX, Agent.

Hongkong, June 13, 1904.

1089

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

LOONGSANG.

Captain G. S. WICKALL, will be despatched above on WEDNESDAY, the 16th inst., at 4 p.m.

This steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light, Unrivalled Table, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, June 11, 1904.

1088



STEAM FOR

STRAITS, CEYLON, AUSTRALIA,

INDIA, ADEN, EGYPT, MEDITER-

RANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA-

VIA, PERSIAN GULF, CON-

TINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *COLOMANDEL*, Capt. C. M. MONTGOMERY, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, etc., on SATURDAY, the 18th June, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the m.s. steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Jeune* due in London on the 1st August.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, June 9, 1904.

1048

AUSTRIAN NAVIGATION COMPANY.

STEAM

FOR

TUNIS AND TRIESTE Direct, Calling at

SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUZ, and

PORT SAID.

(Taking cargo at through rates to the

BRITISH, to SOUTH AFRICA, PERSIAN Gulf, Red Sea, Black Sea, LEVANT, VENICE and ADRIC PORTS.)

THE Company's Steamship

VINDOBONA,

Captain CORBI, will be despatched as above on WEDNESDAY, the 22nd June, p.m.

For information as to Passage & Freight, apply to

SANDER, WELER & Co., Agents.

Prince's Building, Hongkong, May 27, 1904.

995

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

AUSTRALIAN,

Captain MCARTHAU, will be despatched for the above Ports on SATURDAY, the 2nd July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Fruit, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, June 11, 1904.

1100

Shipping.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

PURNEA,

Captain F. W. PAXHAM, will be despatched as above on TUESDAY, the 14th inst., at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALLEN, 11 & 12, Old Bailey, E.C. 4.
 LONDON.—F. ALLEN, 11 & 12, Old Bailey, E.C. 4.
 LONDON.—F. ALLEN, 11 & 12, Old Bailey, E.C. 4.
 LONDON.—F. ALLEN, 11 & 12, Old Bailey, E.C. 4.

PARIS AND EUROPE.—MAYNARD, FAYE & CO., 18 Rue de la Grange Batelière.

NEW YORK.—THE CHINESE EXCHANGE, 60, West 23rd Street.

SAN FRANCISCO AND AMERICAN PORTS.—J. H. BROWN & CO., 100, Market Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GONS, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE ASSOCIATED TRADING CO., Colombo.

SINGAPORE, STRAITS, AND THE PHILIPPINE ISLANDS.—A. S. WATSON & CO., Manila.

CHINA.—W. M. SMITH & CO., LIMITED, 100, Market Street, Singapore.

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CHINA.—W. M. SMITH & CO., LIMITED, 100, Market Street, Singapore.

Insurance.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Underwritten having been appointed AGENTS for the above are prepared to accept Risks at Current Rates.

ALLEN, ROSS & CO.

Hongkong, April 28, 1904. 1019

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902, £16,378,771.

Authorized Capital £2,000,000.

Subscribed Capital £2,000,000.

Paid-up Capital £1,837,500 0 0.

Fire Funds £2,837,500 0 0.

HAVING been appointed AGENTS for the above Company we are prepared to accept Risks at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, June 20, 1903. 1537

FIREMAN'S FUND INSURANCE CO.

OF SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31st DECEMBER, 1903.

Assets, Gold, \$5,858,820.37.

Net Surplus, Gold, \$2,164,118.80.

Income, Gold, \$5,479,787.53.

FIRE BRANCH.

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO.

Hongkong, March 23, 1904. 562

Intimations.

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. O. Code, 4th Edition.

Liability Standard Code.

TELEPHONE, 232.

Hongkong, March 14, 1903. 563

MARTIN'S APOLLO STEEL PILES.

A French Patent for all irregularities, Transverse and Longitudinal, in the piles, and also for the first sign of any irregularity in the system, a heavy pile may be substituted for the one in use, without any loss of time or money.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 3 p.m.

No Fire Insurance will be effected.

HAMBURG AMERICA LINE.

Hongkong, June 7, 1904. 1608

HONGKONG-MACAO LINE.

S. S. "WING CHAI."

CAPTAIN SAMUEL BELL SMITH.

DEPARTURE from HONGKONG on week days at 7.30 a.m.; EXCURSION on Sundays at 8.30 a.m.; from MACAO, week days at about 2 p.m.; Sundays at about 7.30 p.m.

Fares (week days): 1st Class (including cabin and servant) \$3. Return Ticket \$5.

2nd class \$1.

On excursion Sundays 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3.

Return Ticket, including cabin and dinner, either on board or at Macao Hotel, \$5.

On Sundays, \$5 extra will be charged for each cabin which has accommodation for 2 or more passengers.

Wharf—At the Western end of Wing Lok Street.

The steamer runs an excursion trip every Sunday. It takes only 34 hours to reach Macao.

MING ON & CO.

2nd Floor, 16, Victoria Street.

Hongkong, September 7, 1903. 1879

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CAMBODIA, AYEYAR, THIBET, JOKEI, AND JAPAN.

Edited by the Society of the "MISSION STRANGERS."

Translated by EDWARD HARPER PARKER and Reprinted from "THE CHINA REVIEW."

PRICE ONE DOLLAR.

For Sale at The "CHINA MAIL" OFFICE, 5, Wyndham Street.

The Chinese Mail

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

\$5 per Annum delivered in Hongkong.

\$12.50 to all other ports.

5 WELLINGTON STREET, HONGKONG.

Orders booked by Manager, "CHINA MAIL."

Hongkong, China and Manila.

Hongkong, China and Manila.

Hongkong, China and Manila.

Hongkong, China and Manila.

Banks.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREES OF THE 11th NOVEMBER, 1896.

SUBSCRIBED CAPITAL, Tls. 5,000,000.

PAID-UP CAPITAL, Tls. 2,500,000.

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES: CANTON, HANKOW, PEKING, TIENTSIN, SHANGHAI, SINGAPORE, YOKOHAMA.

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places and Sells Drafts and Telegraphic Transfers Payable at its Branches Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

Interest allowed on Current Accounts at the Rate 2% per Annum on the Daily Balances.

On Fixed Deposits for 3 Months, 3%.

On Fixed Deposits for 6 Months, 4%.

On Fixed Deposits for 12 Months, 5%.

On Fixed Deposits for 18 Months, 6%.

On Fixed Deposits for 24 Months, 7%.

On Fixed Deposits for 30 Months, 8%.

On Fixed Deposits for 36 Months, 9%.

On Fixed Deposits for 42 Months, 10%.

On Fixed Deposits for 48 Months, 11%.

On Fixed Deposits for 54 Months, 12%.

On Fixed Deposits for 60 Months, 13%.

On Fixed Deposits for 66 Months, 14%.

On Fixed Deposits for 72 Months, 15%.

On Fixed Deposits for 78 Months, 16%.

On Fixed Deposits for 84 Months, 17%.

On Fixed Deposits for 90 Months, 18%.

On Fixed Deposits for 96 Months, 19%.

On Fixed Deposits for 102 Months, 20%.

On Fixed Deposits for 108 Months, 21%.

On Fixed Deposits for 114 Months, 22%.

On Fixed Deposits for 120 Months, 23%.

On Fixed Deposits for 126 Months, 24%.

On Fixed Deposits for 132 Months, 25%.

On Fixed Deposits for 138 Months, 26%.

On Fixed Deposits for 144 Months, 27%.

On Fixed Deposits for 150 Months, 28%.

On Fixed Deposits for 156 Months, 29%.

On Fixed Deposits for 162 Months, 30%.

On Fixed Deposits for 168 Months, 31%.

On Fixed Deposits for 174 Months, 32%.

On Fixed Deposits for 180 Months, 33%.

On Fixed Deposits for 186 Months, 34%.

On Fixed Deposits for 192 Months, 35%.

On Fixed Deposits for 198 Months, 36%.

On Fixed Deposits for 204 Months, 37%.

On Fixed Deposits for 210 Months, 38%.

On Fixed Deposits for 216 Months, 39%.

On Fixed Deposits for 222 Months, 40%.

On Fixed Deposits for 228 Months, 41%.

On Fixed Deposits for 234 Months, 42%.

On Fixed Deposits for 240 Months, 43%.

On Fixed Deposits for 246 Months, 44%.

On Fixed Deposits for 252 Months, 45%.

On Fixed Deposits for 258 Months, 46%.

On Fixed Deposits for 264 Months, 47%.

On Fixed Deposits for 270 Months, 48%.

On Fixed Deposits for 276 Months, 49%.

On Fixed Deposits for 282 Months, 50%.

On Fixed Deposits for 288 Months, 51%.

On Fixed Deposits for 294 Months, 52%.

On Fixed Deposits for 300 Months, 53%.

On Fixed Deposits for 306 Months, 54%.

On Fixed Deposits for 312 Months, 55%.

Banks.

DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL, S'hai Tls. 5,000,000.

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: CALCUTTA, TIENTSIN, SHANGHAI (KIAUCHOW).

LONDON BANKERS: Messrs N. M. Rothschild & Sons.

The Union of London and Smiths Bank, Limited.

Deutsche Bank (Berlin), London Agency, Direction der Deutschen Gesellschaft.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager.

Hongkong, April 12, 1904. 236

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

CAPITAL SUBSCRIBED, Tls. 5,000,000.

CAPITAL PAID-UP, Tls. 2,500,000.

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES: Tainan, Amoy, Kobe, Nagasaki, Tamsui, Anping, Fuzhou, Otsu, Keelung, Shanghai, Yokohama.

HONGKONG OFFICE: 4, QUEEN'S ROAD.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application.

S. SHIGENAGA, Manager.

Hongkong, February 2, 1904. 216

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS: GOLD \$7,992,173.37, about \$1,640,000.

CAPITAL AND SURPLUS AUTHORIZED, GOLD \$10,000,000—\$2,050,000.

HEAD OFFICE: 1, WALL STREET, NEW YORK.

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports.....	Australian (s).....	Gibb, Livingston & Co.	July 2, at Noon.
Amoy, Straits, Rangoon.....	Purnea (s).....	Jardine, Matheson & Co.	June 14, Daylight.
Australian Ports.....	Chingta (s).....	Butterfield & Swire ..	July 5.
Bombay.....	Zetsoo (s).....	Butterfield & Swire ..	June 22.
Bremen.....	Soydis (s).....	Melchers & Co.	July 6.
Bremen, &c.....	Roon (s).....	Melchers & Co.....	July 20.
Darben.....	Comard (s).....	Gibb, Livingston & Co.	June 18.
India, Madras (s).....	Tampan (s).....	Butterfield & Swire ..	July 19.

Havre, Bremen & Paris	Gegovia (s)	Hamburg-Am'ka Linie	June 14.
Hamburg	Batavia (s)	Hamburg-Am'ka Linie	June 28.
Havre & Hamburg	Nuremberg (s)	Hamburg-Am'ka Linie	June 14.
Java Ports	Tihami (s)	Yamaguchi-Kanai Line	2nd half of June.
Java Ports	Yamaguchi (s)	Yamaguchi-Kanai Line	2nd half of July.
Kobe	Chingta (s)	Butterfield & Swire	June 18.
London & Antwerp	Agamemnon (s)	Butterfield & Swire	June 21.
London & Antwerp	Yangtze (s)	Butterfield & Swire	July 6.
London & Antwerp	Kintuck (s)	Butterfield & Swire	July 19.
London, &c.	Coromandel (s)	Butterfield & Swire	July 19.
Marseilles via Saigon	Coromandel (s)	Butterfield & Swire	July 19.
Mar. Uda & Saigon	Coromandel (s)	Butterfield & Swire	July 19.
Manila	Bernhard (s)	Gibb, Livingston & Co.	June 14, at Noon.
Manila	Tremont (s)	Dodwell & Co. Limited	June 14, at Noon.
Manila	Zafro (s)	Shewan, Tomes & Co.	June 18, at 10 a.m.
Manila	Rubi (s)	Shewan, Tomes & Co.	June 28, at 10 a.m.
Manila	Taming (s)	Butterfield & Swire	June 18.
Manila	Loonang (s)	Jardine, Matheson & Co.	June 18, at 4 p.m.
New York v. Suez Canal	Standard Oil Co. (s)	Dodwell & Co. Limited	About June 23.
New York v. Suez Canal	St. Flulence (s)	Dodwell & Co. Limited	About June 23.
New York v. Suez Canal	Bensa (s)	Standard Oil Co.	About June 15.
Shanghai	Bengal (s)	P. & O. S. N. Co.	About June 16.
Shanghai	Wooneng (s)	Butterfield & Swire	June 14.
Shanghai	Shanghai (s)	Butterfield & Swire	June 15.
Shanghai and Japan	Tientsin (s)	Butterfield & Swire	June 15.
Shanghai, Korea & Japan	Yamaguchi (s)	Yamaguchi-Kanai Line	About 2nd half of July.
Shanghai, Yaman & Kobe	Persia (s)	Messageries Maritimes	About July 27.
Shanghai and Portland, &c.	Argonia (s)	Sander, Wieler & Co.	June 19 a.m.
S'pore, P'ang, Calcutta,	Leising (s)	Jardine & A. S. Co.	June 14.
S'pore, Amoy & B'ny	Vindobona (s)	Jardine, Matheson & Co.	June 14, at Noon.
S'pore, Amoy & Amoy	Vindobona (s)	Sander, Wieler & Co.	June 22, p.m.
S'pore, Amoy & Amoy	Vindobona (s)	Sander, Wieler & Co.	June 25, at 10 a.m.
S'pore, Amoy, Foochow	Triumph (s)	Osaka Shosen Kaisha	June 19, at 10 a.m.
S'pore, Amoy, Foochow	Triumph (s)	Osaka Shosen Kaisha	June 22, at 10 a.m.
S'pore, Amoy & Tamsui	M. Struve (s)	Osaka Shosen Kaisha	June 26, at 10 a.m.

S'tow, Amoy & Tamsu	Hailong (s)	Douglas Lapraik & Co.	June 14, at 11 a.m.
S'tow, C'foo & T'iein	Kansu (s)	Butterfield & Swire	June 20.
Victoria, B.C. Tacoma	Tremont (s)	Dodwell & Co., Ltd.	June 22.
Vancouver (B.C.), &c	Empress of India (s)...	Canadian P'ac R. Co.	June 23.
Vancouver (B.C.), &c	Empress of Japan (s)...	Canadian P'ac R. Co.	July 13.
Vancouver (B.C.), &c	Arctician (s)	Canadian P'ac R. Co.	July 20.
Yma, S'hai, Moji, Kobe	Socotra (s)	P. & O. S. N. Co.	June 12, Daylight.

SHARE LIST.—QUOTATIONS.

June 13, 1904..

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	20,000	£ 125	all	£166 London, £66

National Bank of China, Limited ..	19,870	£	10	£	8	88, sales & buyers
" " "	29,865	£	10	£	8	888, sales & buyers
Do. Founders' shares	760	£	1	£	110,	buyers
MARINE INSURANCES.						
Canton Insurance Office Co., Ltd....	10,000	¥	250	¥	50	212, sales
China Trade's Insurance Co., Ltd.....	24,000	¥	83.31	¥	96	61
Yanchoo Insurance Co., Ltd.....	10,000	£	15	£	Pl. C23,	sales
Union Insurance Society, Ltd.....	10,000	¥	250	¥	100	5540, buyers
Yangtze Insurance Association, Ltd..	8,000	¥	100	¥	80	5130
FIRE INSURANCES.						
China Fire Insurance Co., Ltd.	20,000	¥	10	¥	20	587, buyers
Hongkong Fire Insurance Co., Ltd.....	8,000	¥	25	¥	50	5510, buyers
Docks Etc.						
H'kong & Wharves Dock Co. Ltd....	50,000	¥	50	all	¥	414, sellers
G. P. Farrell & Co. Limited.	6,000	£	2	£	2	48
New Amoy Dock Co., Ltd.....	6,000	£	61	£	61	130
S. C. Farham, Boyd & Co. Ltd.....	55,700	Fls.	100	Fls.	100	Fls. 155, sellers
STEAMERS, TUGS, ETC.						
China and Manila S. S. Co., Ltd... Poonas Steamship Co., Limited ... W. K. Fy & W. Stearns Ship Co., Ld. Indo-China S. N. Company, Limited Star Ferry Company, Ltd.....	30,000 30,000 80,000 80,000 10,000 10,000	¥ ¥ Ff. Ff. £ £	50 50 15 16 10 4	¥ all Ff. all 10 5	50 all 15 all 10 5	\$6, \$36, sellers 3 v buyers -115, sellers +2, sellers \$23, sellers

[illegible]

Sell Transport & Trading Co., Ltd. do. Preference.	100,000	£	1	£	1	25/- sellers
Take Tung and Lighter Co., Ltd.	8,800	£	10	£	10	£8.10
Shanghai Tang & Lighter Co., Ltd.	200,000	£	50	£	50	£18.55
do. Preference.	100,000	£	50	£	50	£18.47, sales £18.40, sellers
DIVIDENDS.						
China Sugar Company, Limited.	20,000	£	100	£	100	£168, buyers
Luzon Sugar Company, Limited.	7,600	£	100	£	100	£9, sellers
Perak Sugar Cultivation Co., Ltd.	7,000	£	50	£	50	£18.60, sales
WHAVERIES.						
H.K. & Kow. Wharf & Godown Co.	30,000	£	50	all	all	£103, sellers
Shanghai and Hongkong Wharf Co.	20,100	£	100	£	100	£18.100, buyers
LAND AND BUILDINGS.						
Hongkong Land Investment and Agency Company, Limited.	50,000	£	100	£	100	£167, sellers
Shanghai Land Investment Co., Ltd.	52,000	£	5	£	5	£18.50, buyers
Kowloon Land and Building Com- pany	6,000	£	5	£	5	£36, buyers
Wei-hei-wei Land & Building Co.	3,754	£	25	£	25	£18.10
Humphreys Estate & Finance Co.	100,000	£	10	all	all	£124, sellers
West Point Building Co., Limited.	12,500	£	10	£	10	£24, sales £5, buyers
RAILWAYS.						
H.K. High-Level Tramways Co., Ltd.	1,250	£	100	all	all	£290
MINING.						
New Panjion Mining Co., Ltd.	80,000	£	11	£	11	Non-p.
do. Preference shares.	30,000	£	1	all	all	£40, buyers
Société Française des Charbon- nages du Tonkin.	16,000	£	250	all	all	£490
Ramb Aush. Gold Mining Co., Ltd.	200,000	£	1	£	1	£18.10, sellers
HOTELS ETC.						
Hongkong Hotel Company, Ltd.	12,000	£	50	all	all	£137, sellers
Astor House Hotel, Ltd. (Hankow)	2,000	£	25	£	25	£18.150, buyers
Astor House Hotel Co., Ltd. (Shanghai)	20,000	£	25	£	25	£35, sales
DIVIDENDS.						
A. S. Watson & Co., Limited.	60,000	£	10	all	all	£13.50, sellers

Watkins Limited	10,000	\$	10	\$	10	\$7 $\frac{1}{2}$	buyers
LIGHTING.							
H.K. and China Gas Co., Limited...	7,000	C	10	all	\$160	buyers	
Shanghai Gas Company, Ltd.	8,000	Fls.	50	Fls.	50	Fls. 112 $\frac{1}{2}$	buyers
Hongkong Electric Co., Limited...	30,000	\$	10	\$	10	\$14	buyers
New Electric (new issue)	30,000	\$	10	\$	5	\$7 $\frac{1}{2}$	buyers
BRICK AND CEMENT.							
Green Island Cement Co., Ltd.	50,000	\$	10	\$	10	\$39	sales
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Ltd.	8,604	C	12/8	C	12/8	\$5	sellors
United Asbestos Oriental Agency, Limited	1,000,000	\$	10	\$	4	\$10 $\frac{1}{2}$	buyers
H.K. Storage Works Co., Ltd.	7,800	C	10	\$	10	\$21 $\frac{1}{2}$	buyers
Hongkong Dairy Farm Co., Ltd.	10,000	\$	75	all	\$19 $\frac{1}{2}$	buyers	
Humphreys Ice Company, Limited...	5,000	C	26	all	\$22 $\frac{1}{2}$	buyers	
Shanghai Waterworks Co., Ltd.	7,800	C	20	C	20	Fls. 380	sa'ses
Leobau Planning Company, Ltd.	20,000	C	5	\$	5	\$1	sellors
Hong Kong Rope Manufacturing Co., Ltd.	10,000	C	50	all	\$140	sellors	
Hongkong Cotton Spinning Co., Ltd.	100,000	C	10	\$	10	\$14 $\frac{1}{2}$	sellors
Kwo Cotton Spinning and Weaving Co., Ltd.	20,000	Fls.	50	Fls.	50	Fls. 30	sellors
International Cotton Manufacturing Co., Ltd.	10,000	Fls.	75	Fls.	75	Fls. 20	
Loou-Kuui-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	Fls.	100	Fls.	100	Fls. 32 $\frac{1}{2}$	
Foy Chee Cotton Spinning Co., Ltd.	2,000	Fls.	500	Fls.	500	Fls. 16	sellors
China Provident Loan Mortgage Co., Ltd.	50,000	C	10	\$	10	\$24	sellors

Cinema Palace Company, Ltd.	50,000	\$	10	\$	10	\$8 1/2, sellers
Campbell, Moore & Co., Limited	1,000	\$	10	\$	10	\$7, sellers
Wm. Powell, Ltd.	12,000	\$	10	\$	10	\$9 1/2, sellers
Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	1,800	\$	50	\$	50	\$50
The Canton-Hongkong Ice and Cold Storage Company, Limited	70,000	\$	10	\$	10	\$10, Nominal
CIGAR COMPANIES.						
Philippine Co., Ltd.	67,500	\$	10	\$	10	\$9 1/2, sellers
Alhambra Limited	300	\$	600	\$	600	\$100

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NAME.	Amount	Issue.	Interest.	Quotation.
Chinese Imperial 1886	£ 767,200	£ 250 7/8 % p. annum	Par.	

VERNON and SMYTH, Share-Brokers.

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